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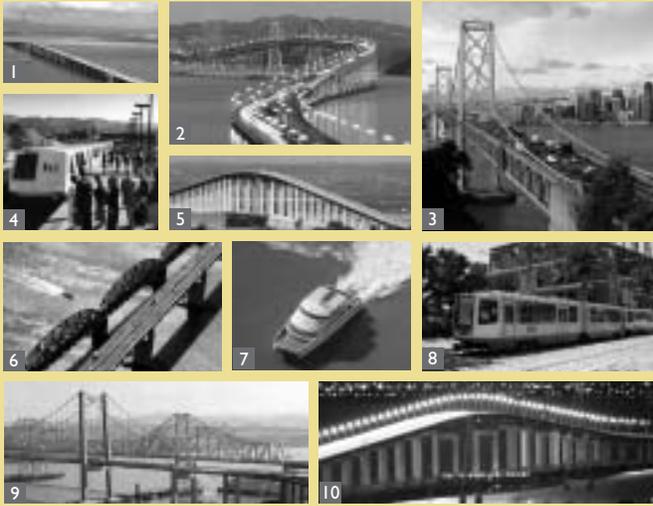
TOLL BRIDGE REPORT TO THE CALIFORNIA LEGISLATURE

FY 2001 - 02



BAY AREA TOLL AUTHORITY

JANUARY 2002



Cover Photos

1. Dumbarton Bridge
2. Richmond-San Rafael Bridge
3. San Francisco-Oakland Bay Bridge
4. BART
5. Antioch Bridge
6. Benicia-Martinez Bridge*
7. Oakland-Alameda Ferry*
8. San Francisco Muni streetcar
9. Carquinez Bridge
(shown with simulation of new westbound span)
10. San Mateo-Hayward Bridge

* ©2001 Barrie Rokeach; all other photos courtesy of Caltrans or MTC photo archives



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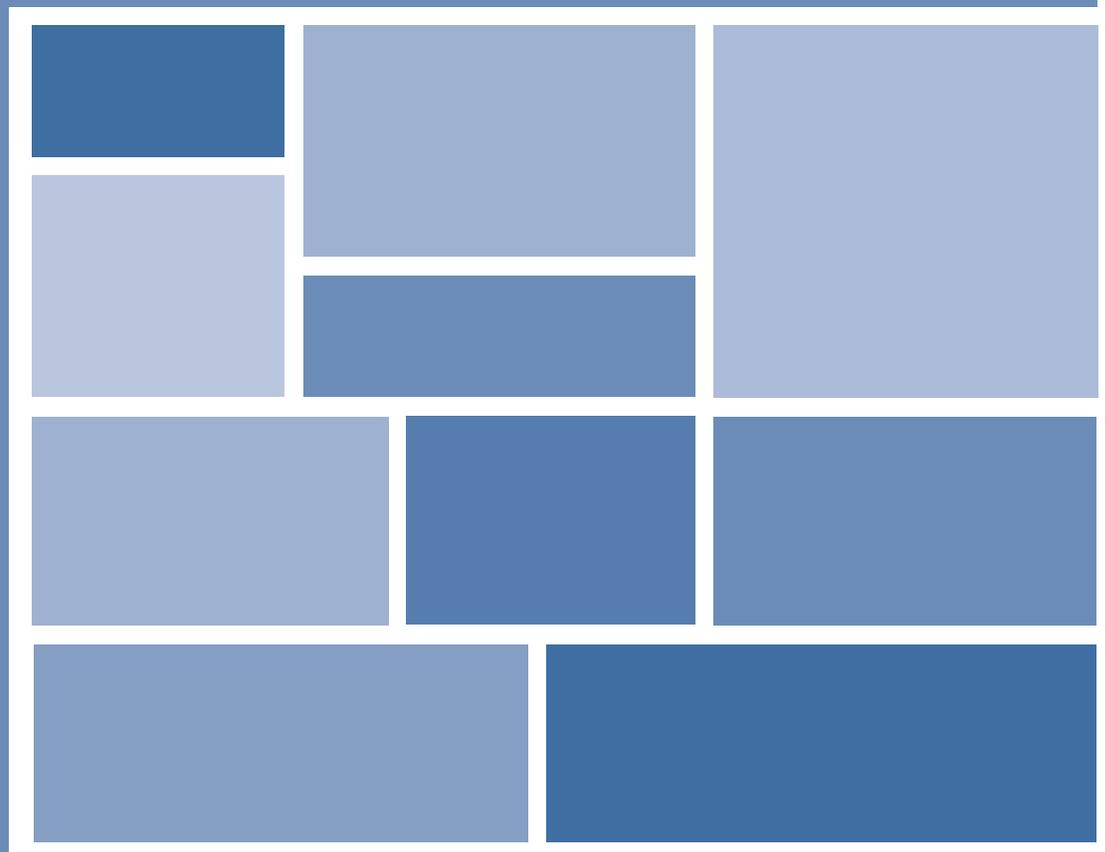
TOLL BRIDGE REPORT TO THE CALIFORNIA LEGISLATURE

FY 2001-02

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January 2002

Gregory P. Schmidt
Secretary of the Senate
State Capitol Building
Room 3044
Sacramento, CA 95814

E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol Building
Room 3196
Sacramento, CA 95814

Dear Secretary Schmidt and Chief Clerk Wilson,

Because of the San Francisco Bay Area's unique geography, bridges serve as the region's lifeline, providing critical transportation links vital to the mobility and economic health not only of the nine counties surrounding the Bay, but, in fact, of the entire state.

Since 1998, the responsibility for the financial well-being of the seven state-owned toll bridges in the Bay Area has been delegated to the Metropolitan Transportation Commission (MTC), in its role as the Bay Area Toll Authority (BATA). Our partner, Caltrans, continues to work with the Commission to ensure the proper and prudent management of the day-to-day, ongoing operation of the bridges.

The Commission is pleased to present the Toll Bridge Report to the California Legislature for Fiscal Year 2001-02. This report to the Legislature fulfills an annual requirement to document both the financial status of the bridges, overseen by BATA, and the toll-funded transit projects, overseen by MTC.

Following this letter, I have included a synopsis of the key highlights of the past year as well as a brief overview of activities relating to bridge expansion projects in the Bay Area.

Sincerely,

Sharon Brown
Chair

Summary of Key Toll Bridge Activities

FINANCIAL HIGHLIGHTS Toll Collection and Bridge Operations

\$144,790,808 in base toll revenue (excluding the \$1 seismic surcharge) was collected in FY 2000-01. (See page 6 for details.)

- 2.9% increase from FY 1999-2000

132,755,789 vehicles crossed the seven state-owned toll bridges (one-way) in FY 2000-01. (See page 6 for details.)

- 1.2% overall increase from FY 1999-2000
- 122,933,994 toll-paid crossings (up 1.9%)
- 9,821,795 toll-free carpool crossings (down 5.9%)

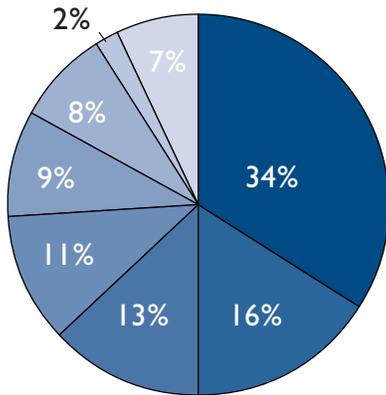
FasTrak™ electronic toll collection (ETC) equipment was installed in all toll booths on all bridges. (See page 10 for details.)

- At least one dedicated ETC lane is now in operation on all of the toll bridges.
- 26% of weekday commuters now use ETC.
- 17% of all toll-paying vehicles now use ETC.
- BATA eliminated the \$0.15 discount as of Jan. 1, 2002, following the end of the ETC demonstration period.

The Bay Area Toll Authority (BATA) issued bonds for the first time ever. (See page 9 for details.)

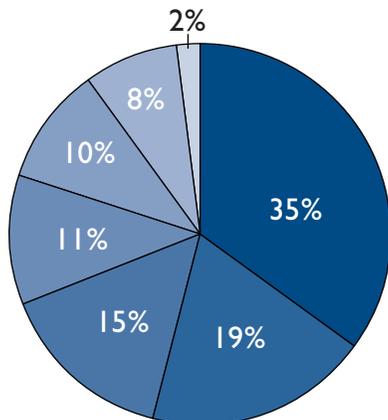
- BATA has issued \$400 million in fixed and variable rate tax-exempt revenue bonds to fund the Regional Measure 1 Toll Bridge Program.
- The bonds were given top marks for credit-worthiness by the major credit rating agencies, receiving 'AA' ratings from Fitch and Standard & Poor's, and an 'Aa3' from Moody's. Standard & Poor's noted in its credit profile that BATA's 'AA' rating "represents one of the highest credit ratings Standard & Poor's carries on a toll agency, and the highest among all transportation-related enterprises."

Vehicle Crossings Per Bridge
(FY 2000-01)



- San Francisco-Oakland Bay Bridge — 34%
- Carquinez Bridge — 16%
- Benicia-Martinez Bridge — 13%
- San Mateo-Hayward Bridge — 11%
- Richmond-San Rafael Bridge — 9%
- Dumbarton Bridge — 8%
- Antioch Bridge — 7%
- Toll free (HOV) — 2%

Base Toll Revenue Generated Per Bridge
(FY 2000-01)



- San Francisco-Oakland Bay Bridge — 35%
- Carquinez Bridge — 19%
- Benicia-Martinez Bridge — 15%
- San Mateo-Hayward Bridge — 11%
- Richmond-San Rafael Bridge — 10%
- Dumbarton Bridge — 8%
- Antioch Bridge — 2%

Summary of Key Toll Bridge Activities

PROJECT HIGHLIGHTS

Regional Measure I Toll Bridge Program and Other Projects

San Mateo-Hayward Bridge Widening Project *(See also page 21.)*

- Widening of the east approach to the bridge from Interstate 880 from four lanes to six lanes has been completed.
- The project is more than half complete. Construction of a 13,000-foot section of bridge deck (out of 24,837 feet in total) has been completed.
- The widened bridge is scheduled to open to traffic December 2002.

Carquinez Bridge Replacement Project *(See also page 18.)*

- The project is about 45 percent complete. The bridge foundations have been completed, and work is now under way on the bridge towers.
- Reconstruction of the south approach and Crockett interchange is proceeding.
- The replacement bridge is scheduled to open to traffic October 2003.

New Benicia-Martinez Bridge Project *(See also page 17.)*

- Construction contracts for the new bridge, and a reconstructed Interstate 680/Interstate 780 interchange have been awarded, which account for 77 percent of the total project.
- The new bridge is scheduled to open to traffic December 2004.

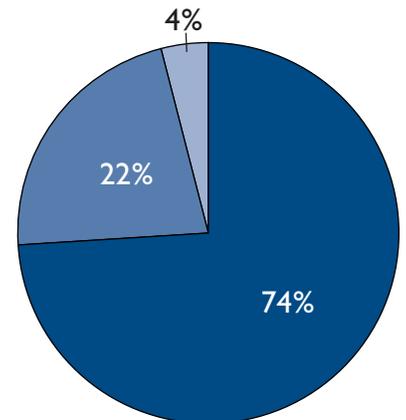
Other Regional Measure I Projects *(See also page 13.)*

- The final portion of the Richmond Parkway has been completed and opened to traffic.
- Construction of the Richmond-San Rafael Bridge trestle and fender replacement project is under way as part of Caltrans' Richmond-San Rafael Bridge seismic retrofit project.
- A supplement to the Draft Environmental Impact Statement/Report is scheduled to be issued in January 2002 by the Federal Highway Administration and Caltrans for the Interstate 880/State Route 92 interchange reconstruction project.
- A contract to widen the Bayfront Expressway (State Route 84) in San Mateo County is scheduled to be advertised in January 2002.

Toll Bridge Rehabilitation Projects *(See also page 14.)*

- BATA allocated \$28 million in toll funds in FY 2000-01 and \$29 million in FY 2001-02 for the rehabilitation of the state-owned toll bridges.

Status of RMI Toll Bridge Projects
(January 2002)

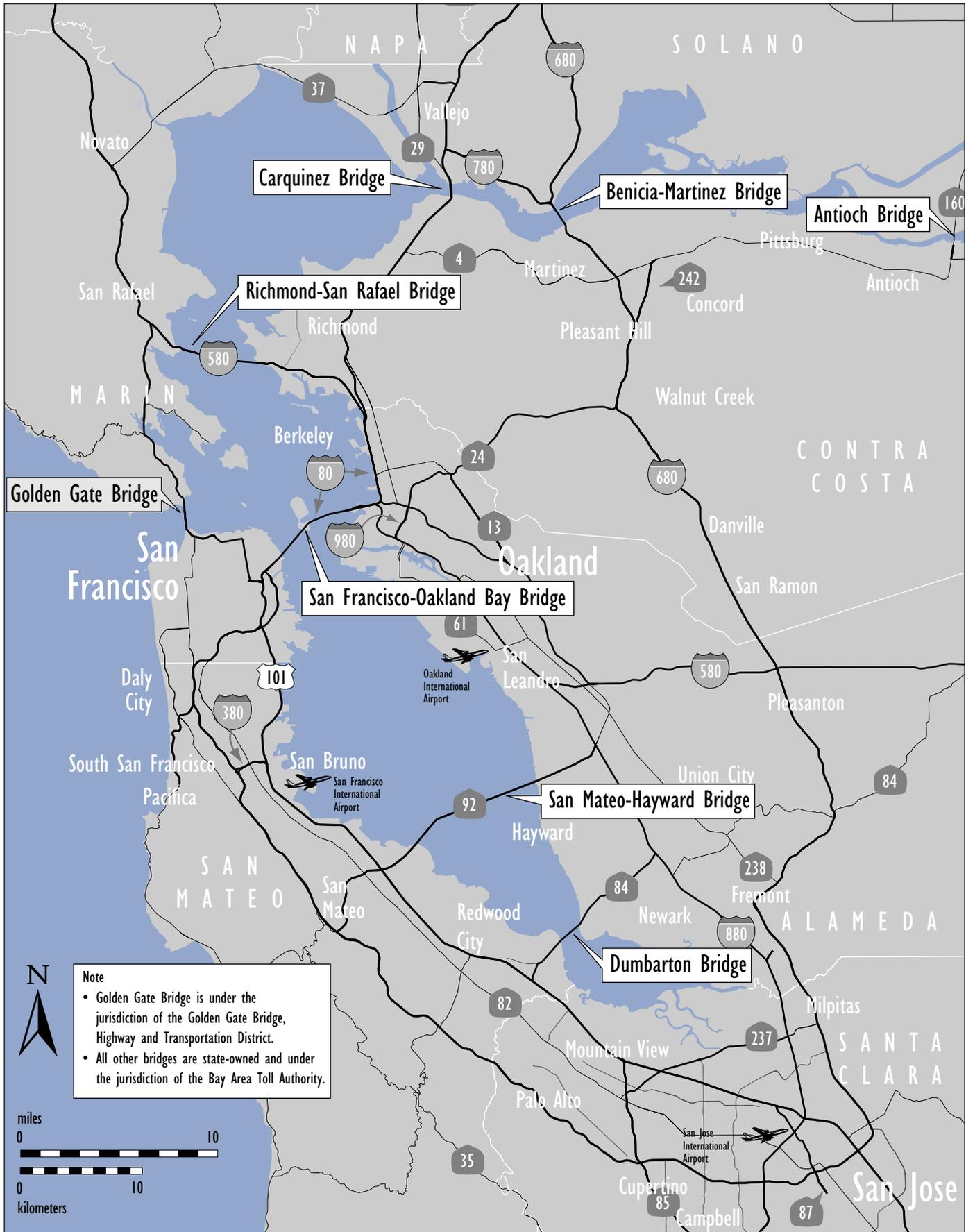


- Under construction or advertised — 74%
- Under environmental review or design — 22%
- Completed — 4%

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Figure 1 – Map of Bay Area Toll Bridges



Introduction

In the San Francisco Bay Area, eight toll bridges serve as essential transportation arteries for the traveling public. Seven of the bridges are state-owned: the Antioch Bridge, the Benicia-Martinez Bridge, the Carquinez Bridge, the Richmond-San Rafael Bridge, the Dumbarton Bridge, the San Francisco-Oakland Bay Bridge and the San Mateo-Hayward Bridge. Together, the first four bridges listed comprise the Northern Bridge Group, while the last three are designated the Southern Bridge Group. The remaining toll span — the Golden Gate Bridge — falls under the jurisdiction of the Golden Gate Bridge, Highway and Transportation District.

Since January 1998, due to changes prompted by Senate Bill 226 (statutes 1997, chapter 328), the Metropolitan Transportation Commission (MTC), acting as the Bay Area Toll Authority (BATA), has assumed financial responsibilities related to the state-owned toll bridges that were previously held by the California Transportation Commission.

BATA now programs, administers and allocates base toll revenues (excluding the seismic surcharge) from the region's state-owned toll bridges. As part of these activities, BATA funds the day-to-day operations, facilities maintenance, and administration of the bridges. BATA also funds the capital improvement and rehabilitation of the bridges, including congestion-relieving projects mandated by the Regional Measure 1 Toll Bridge Program.

As it has done since before the creation of BATA, the California Department of Transportation (Caltrans) continues to manage and staff the operation of the bridges, including such tasks as maintenance, toll collection and administration. Caltrans also provides engineering staffing for design and construction oversight of the capital improvement and rehabilitation projects on the bridges. The cost of most of these toll bridge-related activities conducted by Caltrans are reimbursed by BATA from base toll revenues.

MTC, as the transportation planning, coordinating, and financing agency for the nine-county Bay Area, also continues to be responsible for the programming and allocation of approximately 15 percent of the base tolls that are designated for transit-related purposes. These funds are used primarily for rail, ferry, and bus projects around the region.

Toll Collection and Bridge Operations

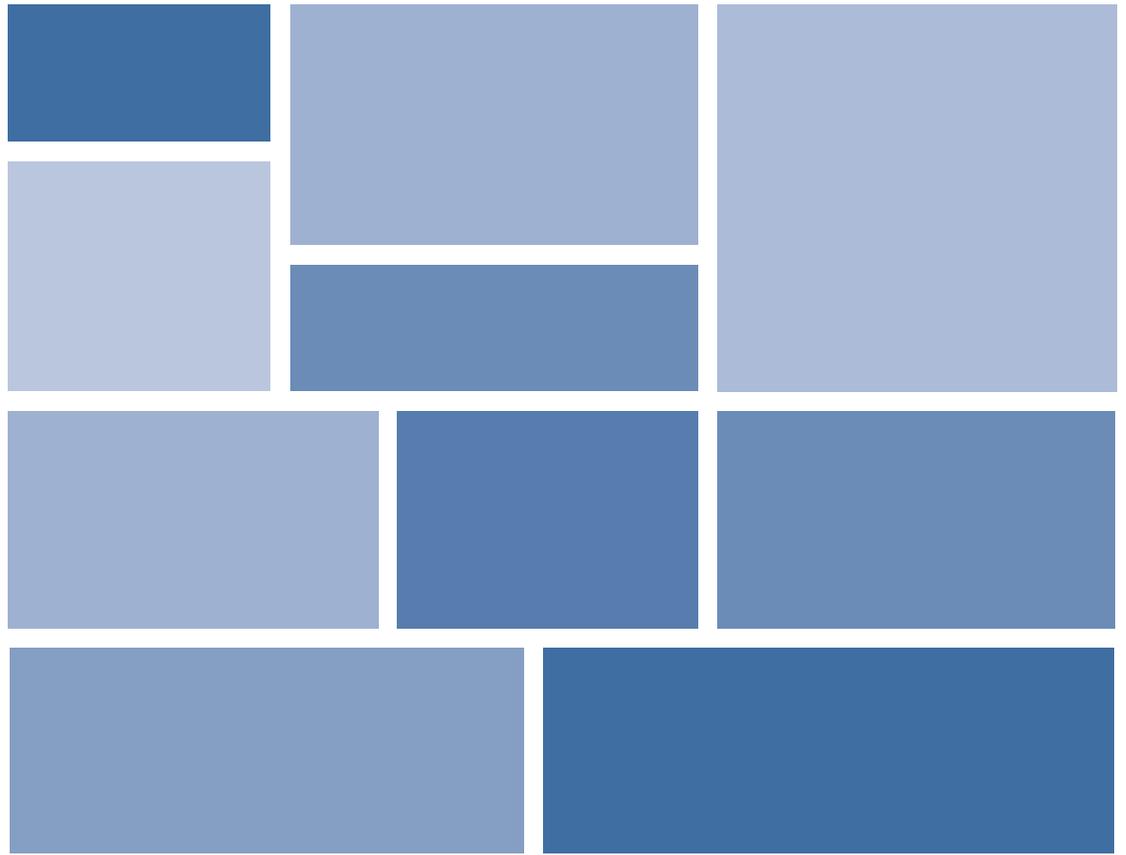
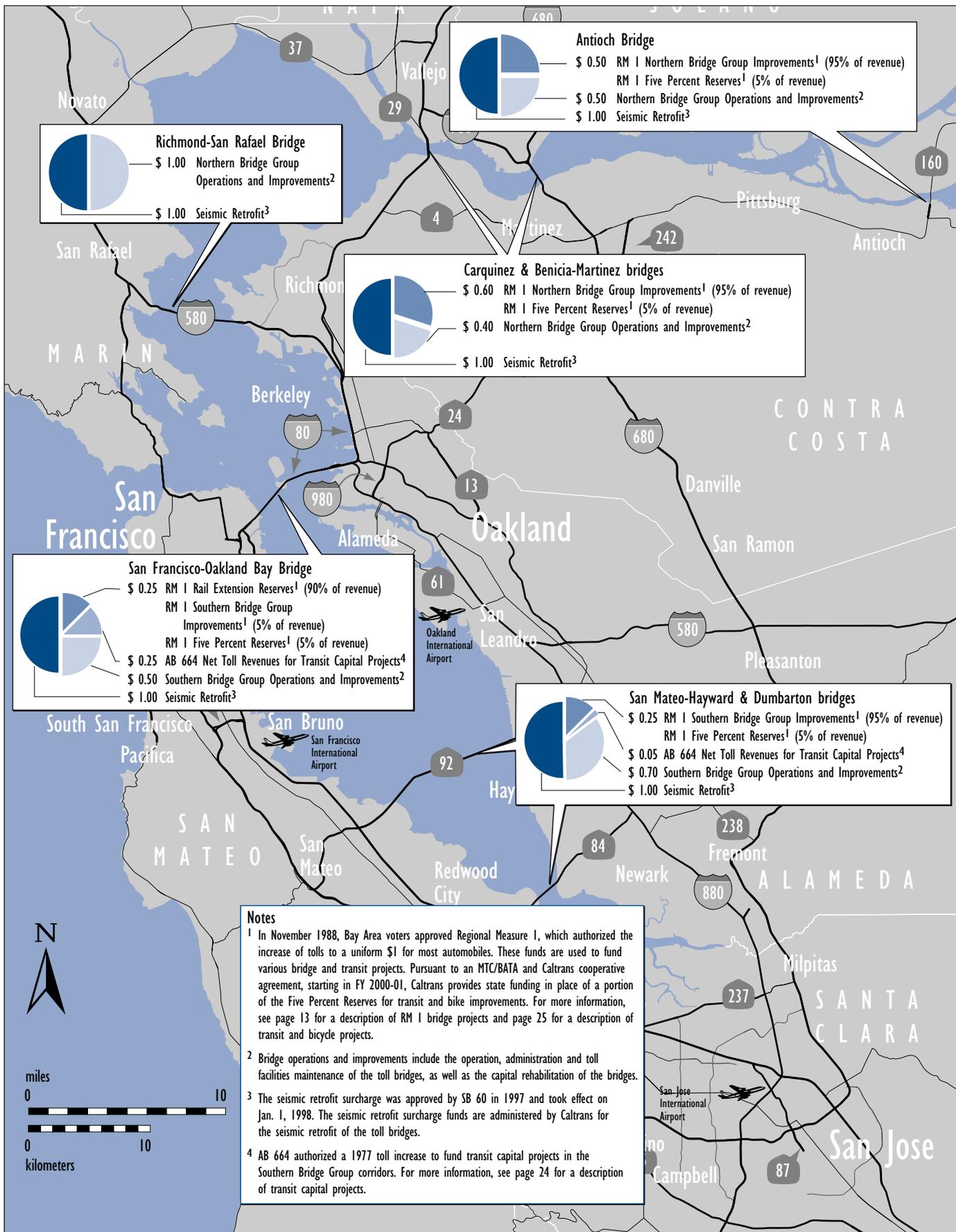


Figure 2 - Breakdown of the Use of a Typical \$2 Toll



Bridge Tolls: Sources and Uses of Funds

Tolls are collected in one direction on each of the bridges according to a toll schedule established by BATA and the Legislature (see Appendix A). For the typical automobile, a \$2 toll is collected — a \$1 base toll and a \$1 seismic surcharge. Heavier, multi-axle vehicles pay a higher base toll as determined by the toll schedule.

FasTrak™ electronic toll collection system users driving a typical two-axle automobile received a 15-cent discount off the base toll for the first year after FasTrak™ was installed on all of the bridges. That discount was discontinued on Dec. 31, 2001, signifying the end of the demonstration period for the system.

In 1998, Caltrans initiated a \$1 surcharge on all vehicles to help fund a portion of the seismic retrofit of the bridges. (See pages 28 and 29 for a description of the Caltrans Toll Bridge Seismic Retrofit Program.) The revenues generated by the seismic surcharge are administered directly by Caltrans and are not reported on as part of this document. Caltrans produces a separate report to the California Legislature and governor on the status of the toll bridge seismic retrofit program.

The base toll revenues, administered by BATA, are used to reimburse Caltrans for the ongoing operation and capital improvement of the bridges, their approaches, and associated facilities. A legislatively designated portion of the base toll revenues also is used to fund various transit and traffic-relief capital projects in the bridge corridors.

Figure 2 on the previous page identifies the distribution of a typical \$2 automobile toll paid on each of the toll bridges.



Caltrans

San Francisco-Oakland Bay Bridge toll plaza

FY 2000–01 Vehicle Crossings and Toll Bridge Revenues

The number of vehicle crossings and toll revenues collected has varied from year to year and from bridge to bridge. These variations can be attributed to a number of different causes, including constraints in bridge capacity, weather, changes in truck traffic, changes in the use of toll-free high-occupancy-vehicle lanes, changes in the use of electronic toll collection, and changes in travel patterns.

A summary of the number of vehicle crossings and the amount of toll revenues generated by the base toll, including other revenues as reported in the toll bridge financial audit, are shown below for the last two fiscal years. Additional vehicle and revenue information for each bridge for FY 2000-01 is included in the financial audit attached to this report as Appendix D.

Table I – Vehicle Crossings and Base Toll Revenues for FY 1999-2000 and FY 2000-01
(excluding seismic surcharge revenues)

	Vehicle Crossings FY 1999–2000	Vehicle Crossings FY 2000–01	% Change in Vehicle Crossings	Base Toll Revenues FY 1999–2000	Base Toll Revenues FY 2000–01	% Change in Base Toll Revenues
Toll-Paid Vehicles						
Southern Bridge Group						
San Francisco-Oakland Bay	44,855,956	45,168,355	0.7%	\$48,886,379	\$50,341,275	3.0%
San Mateo-Hayward	14,409,281	14,072,286	-2.3%	\$17,089,090	\$16,436,599	-3.8%
Dumbarton	10,399,814	10,948,299	5.3%	\$11,059,001	\$11,884,727	7.5%
Subtotal	69,665,051	70,188,940	0.8%	\$77,034,470	\$78,662,601	2.1%
Northern Bridge Group						
Carquinez	20,461,648	21,193,743	3.6%	\$26,084,694	\$27,145,618	4.1%
Benicia-Martinez	16,813,906	17,158,684	2.1%	\$20,406,117	\$21,111,501	3.5%
Richmond-San Rafael	11,841,371	12,276,754	3.7%	\$14,271,845	\$14,665,289	2.8%
Antioch	1,909,697	2,115,873	10.8%	\$2,937,557	\$3,205,799	9.1%
Subtotal	51,026,622	52,745,054	3.4%	\$63,700,213	\$66,128,207	3.8%
Total	120,691,673	122,933,994	1.9%	\$140,734,683	\$144,790,808	2.9%
Toll-Free (HOV) Vehicles						
Total	10,434,780	9,821,795	-5.9%			
All Vehicle Crossings						
Total	131,126,453	132,755,789	1.2%			

Source: FY 1999-2000 and 2000-01 Toll Bridge Fund Audits

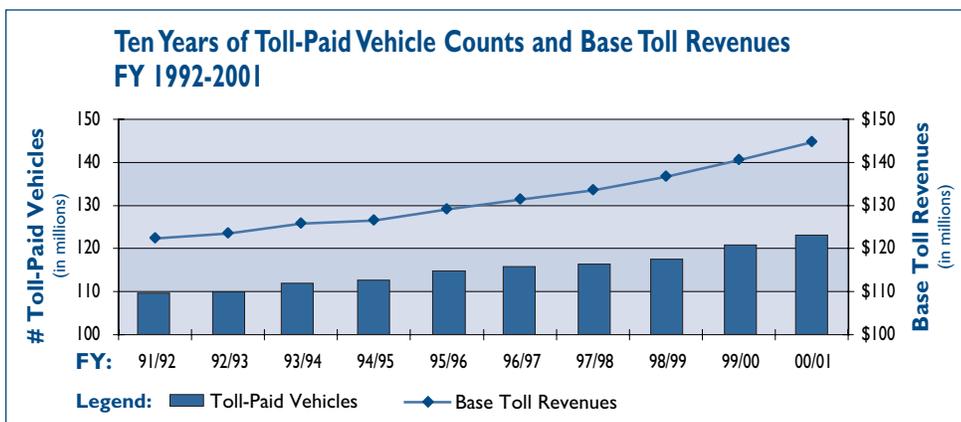
Historical Toll-Paid Vehicle Counts and Base Toll Revenues

Over the past decade, both traffic volumes and tolls collected on the Bay Area's toll bridges have experienced steady growth. This trend can be attributed, in part, to the fact that favorable economic factors have led to a substantial population increase in the region, particularly in outlying counties. Completing the Regional Measure 1 toll bridge program will have a significant impact on this demographic group by improving the traffic-carrying capacity of the bridges that serve these new commuters.

The following table sets forth the total number of toll-paid vehicles and the amount of base toll revenue generated on all of the toll bridges for fiscal years 1992 through 2001.

Table 2 – Ten Years of Toll-Paid Vehicle Crossings and Base Toll Revenues

Fiscal Year	Total # of Toll-Paid Vehicles	% Change from Previous Year	Total Base Toll Revenue	% Change from Previous Year
1991-92	109,411,111	2.0%	\$122,450,542	3.6%
1992-93	109,768,327	0.3%	\$123,643,327	1.0%
1993-94	111,798,248	1.8%	\$125,941,263	1.9%
1994-95	112,427,726	0.6%	\$126,616,941	0.5%
1995-96	114,598,485	1.9%	\$129,199,734	2.0%
1996-97	115,630,507	0.9%	\$131,578,511	1.8%
1997-98	116,192,149	0.5%	\$133,608,365	1.5%
1998-99	117,386,277	1.0%	\$136,797,796	2.4%
1999-2000	120,691,673	2.8%	\$140,734,683	2.9%
2000-01	122,933,994	1.9%	\$144,790,808	2.9%



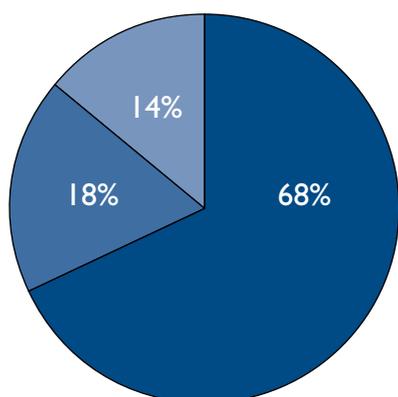
Toll Bridge Operating Budget for FY 2001-02

BATA adopts an annual toll bridge operating budget every June. The adopted budget establishes the basis for reimbursements and transfers to Caltrans for work performed on the bridges, and to MTC for various transit and traffic-relieving capital project allocations. This budget is incorporated into Caltrans' state budget as reimbursed work authority.

The base toll revenues that are generated are used first to cover the ongoing operations, toll facilities maintenance and administration of the bridges. Remaining base toll revenues are then used to fund debt service, the capital improvement of the bridges, and the various transit and traffic-relieving capital projects that serve the bridge corridors. The State Highway Account continues to fund various maintenance activities on the bridges.

The following table compares actual operating expenditures for FY 2000-01 with the FY 2001-02 toll bridge operating budget. Bridge tow services and a portion of the Five Percent Bridge Capital Reserves are now funded by state funds.

BATA Operating Budget (FY 2001-02)



- Capital Bridge Projects, Debt Service, or Reserves — 68%
- Operations, Maintenance, and Administration Expenses — 18%
- Congestion-Relieving Transit Projects — 14%

Table 3 – FY 2001-02 Toll Bridge Program Operating Budget and FY 2001-02 Actual Expenses

	Total FY 2000-01 Actual	Total FY 2001-02 Budget	% Change
Revenues			
Toll Revenues	\$ 142,310,747	\$ 141,965,047	0%
Interest Earnings	41,390,049	28,677,132	-31%
Other Income and Revenues	2,500,984	—	-100%
Total Revenues	\$ 186,201,780	\$ 170,642,179	-8%
Expenses and Transfers			
Toll Collection, Operations, and Planning	\$ 22,812,026	\$ 22,118,000	-3%
Toll Facilities Maintenance	1,543,140	1,770,000	15%
Bridge Tow Services	750,000	—	-100%
Caltrans Administration	2,494,682	2,382,000	-5%
Transbay Terminal Operations and Maintenance	4,098,990	2,960,000	-28%
Subtotal Caltrans Operating Expenses	\$ 31,698,838	\$ 29,230,000	-8%
BATA Administration	\$ 2,858,910	\$ 2,084,650	-27%
MTC Toll-Funded Transit Program Transfers			
AB 664 Transit Capital Funding	12,477,638	12,477,638	0%
Rail Extension Capital Reserves	9,873,379	9,873,379	0%
Five Percent Bridge Capital Reserves	2,362,442	953,274	-60%
Subtotal BATA to MTC Transfers	\$ 27,572,369	\$ 25,388,941	-8%
Debt Service	\$ 1,327,465	\$ 25,000,000	1,783%
Transfers to (from) BATA Project Reserves	\$ 125,603,108	\$ 91,023,238	-28%
Total Expenses, Debt Service, and Transfers	\$ 186,201,780	\$ 170,642,179	-8%

BATA Capital Financing Plan

In May 2001, BATA successfully completed the sale of \$400 million in tax-exempt revenue bonds to help fund the Regional Measure I (RM I) Toll Bridge Program. Proceeds from the debt offering — BATA's first — will be used to finance the \$1.6 billion program to improve the Bay Area's state-owned toll bridges, including new spans for the Carquinez and Benicia-Martinez bridges and widening of the San Mateo-Hayward Bridge. The sale of these bonds means BATA can continue to move full speed ahead to deliver the Regional Measure I program of bridge projects and bring congestion relief to key travel corridors.

In its initial debt offering, BATA issued \$300 million in variable-rate bonds and \$100 million in fixed-rate bonds. The variable-rate bonds are sold in denominations of \$100,000 and mature in 2036. The fixed-rate bonds, sold in denominations of \$5,000, mature in 2018 and carry an effective annual interest rate of 4.86 percent. Both bonds are “double-tax-free” to California residents, meaning interest from the bonds is exempt from federal and state income tax. The bonds will be repaid using base toll revenues, excluding the \$1 seismic surcharge, from the seven state-owned toll bridges in the Bay Area.

The BATA bonds were given top marks for creditworthiness by the major credit rating agencies, receiving ‘AA’ ratings from Fitch and Standard & Poor's, and an ‘Aa3’ from Moody's. Standard & Poor's noted in its credit profile that BATA's ‘AA’ rating “... represents one of the highest credit ratings Standard & Poor's carries on a toll agency, and the highest among all transportation-related enterprises.”

Achieving these ratings was a major accomplishment for a first-time bond issuer like BATA and is a testament to BATA's financial strength and its ability to deliver the RM I program. The high ratings also will translate into millions of dollars of savings on interest payments. Without these high ratings, BATA would have had to offer the bonds at higher interest rates, increasing the debt service burden and reducing the amount of funds BATA could devote to improvements on the bridges.

Since issuing the variable rate bonds, BATA has looked for opportunities to limit BATA's exposure to increases in the actual variable rate that floats weekly with the financial markets. After an extensive evaluation and review process, BATA is planning on a swap of variable-to-fixed rate debt in early 2002. This will allow BATA to lock in fixed interest rates for the 34-year balance of the original issue at rates substantially below conventional long-term fixed-rate levels.

BATA's long-term financial plan calls for the issuance of approximately \$600 million in additional bonds between 2002 and 2005. This would bring total bond indebtedness to around \$1 billion.

FasTrak™ Electronic Toll Collection System

On Oct. 31, 2001, Caltrans completed the installation of the FasTrak™ electronic toll collection (ETC) system in all toll booths on all the state-owned toll bridges in the Bay Area. This follows Caltrans' successful implementation of at least one ETC-dedicated toll booth at each bridge as of Dec. 31, 2000.

The major benefit of the system — aside from allowing motorists to drive through the toll plaza without having to stop — is that an ETC-dedicated lane can handle more than twice the number of vehicles per hour that a staffed lane can. During the peak period, an ETC-dedicated lane can handle 1,000 vehicles per hour, while a staffed lane can handle only 400 vehicles per hour. Over 125,000 ETC accounts have been opened to date, with more than 175,000 transponders issued. Currently, up to 19 percent of all paid vehicle crossings use the ETC system, with more than 25 percent of all weekday commuters taking advantage of the ETC.

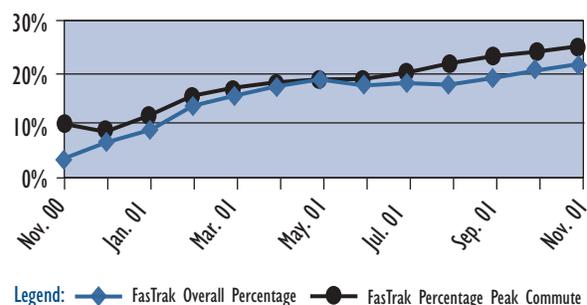
The FasTrak™ system has three components: a transponder, which is placed inside the vehicle; an overhead antenna, which reads the transponder and collects the toll; and video cameras to identify toll evaders. Each time a transponder-equipped vehicle travels in a designated FasTrak™ lane, an overhead antenna reads the transponder as the car passes through the toll plaza. FasTrak™ determines the appropriate toll for the vehicle and automatically deducts that toll from the driver's prepaid account so that the car can keep moving at a speed of 25 miles per hour through the toll plaza. By authorizing FasTrak™ to automatically replenish the prepaid account by means of a credit card charge when the balance gets low, drivers never have to worry about carrying cash to pay tolls again.

FasTrak™ users driving a typical two-axle automobile received a 15-cent discount off the base toll for the first year after FasTrak™ was installed on all of the bridges. That discount was discontinued on Dec. 31, 2001, signifying the end of the demonstration period for the system.

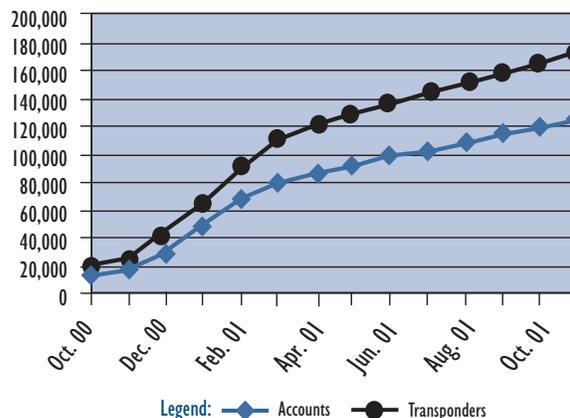
The FasTrak™ system is in operation not only on the seven state-owned toll bridges in the Bay Area, but also on the Golden Gate Bridge and in southern California — on Route 91 express lanes and the Eastern, Foothill and San Joaquin Hills toll facilities in Orange County and on the Interstate 15 express lanes in San Diego County.

BATA will engage consultant services in January 2002 to assist in the development of a long-term strategic plan for electronic toll collection operations. The project scope includes evaluating current operations, making recommendations for improvements to toll lane and customer service center operations, and devising strategies to increase the usage of ETC and to integrate ETC with non-toll partners such as parking facilities and transit.

Average Weekday FasTrak™ Usage on All Bridges



Number of FasTrak™ Transponders Issued and Accounts Opened



Regional Measure I Toll Bridge Program and Other Capital Improvement Projects

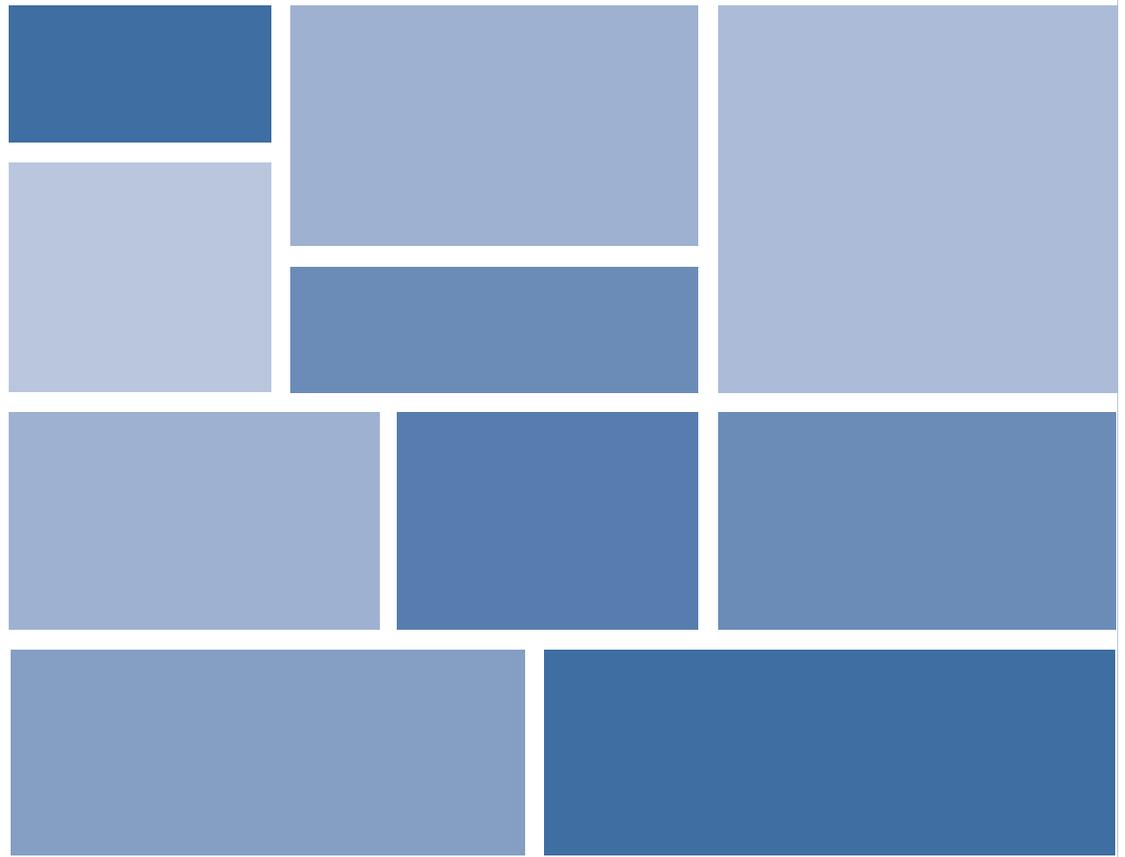
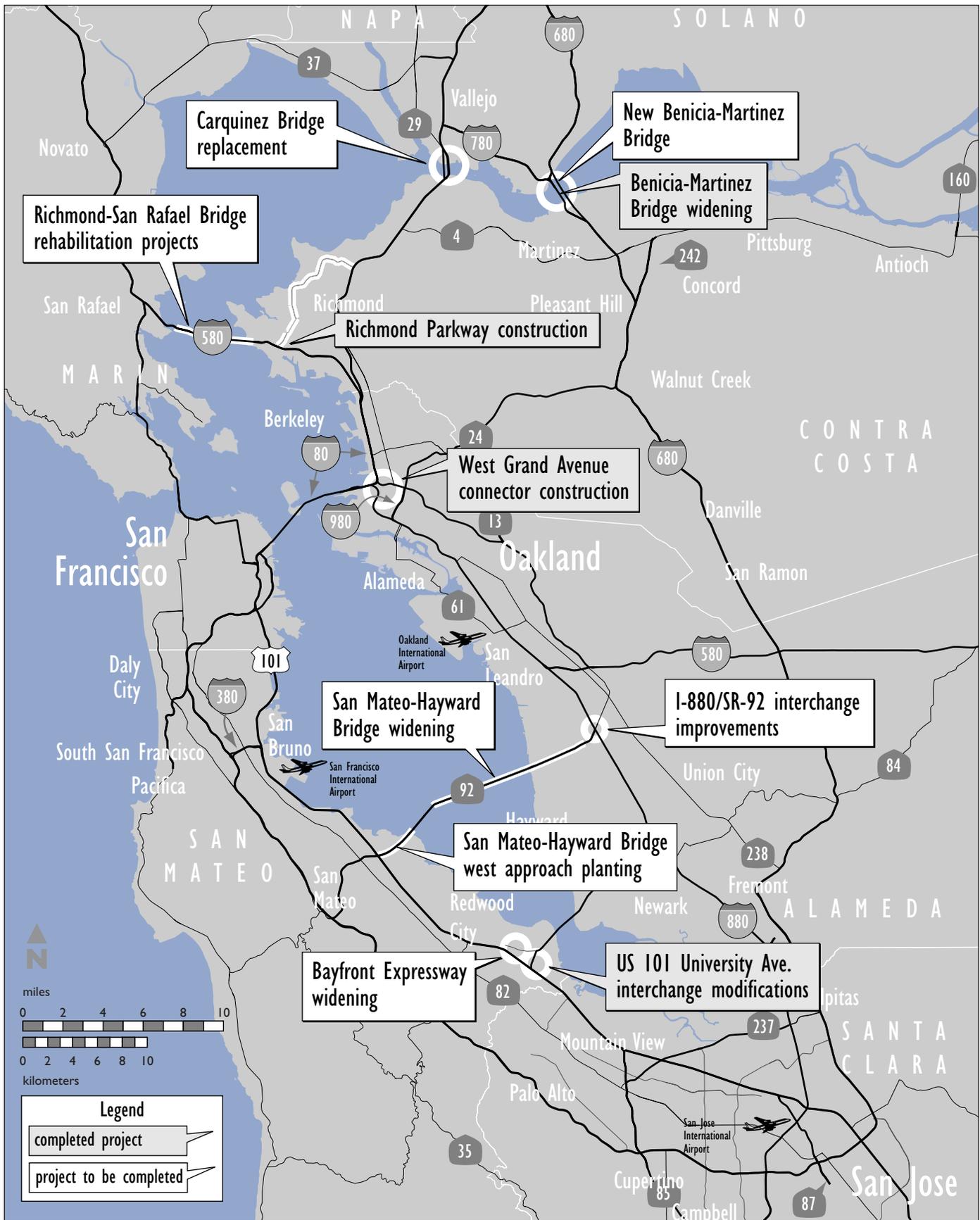


Figure 3 - Map of Regional Measure I Toll Bridge Projects



Regional Measure I Toll Bridge Program

In November 1988, Bay Area voters approved Regional Measure I (RM I), and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

This section reports on the remaining highway and bridge improvements identified by RM I to be funded by BATA. Transit and traffic-relief programs, also identified by RM I, are covered in the next section.

The toll bridge projects identified by RM I and their status are depicted in Figure 3 on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

- Construction of a new bridge parallel to the existing Benicia-Martinez Bridge (under construction, see page 17)
- Replacement of the existing western span of the Carquinez Bridge (under construction, see page 18)
- Major rehabilitation of the existing Richmond-San Rafael Bridge
 - trestle and fender rehabilitation (under construction, see page 19)
 - deck replacement (under environmental review and in design, see page 19)
- Richmond Parkway (completed)

Southern Bridge Group Projects:

- Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (completed)
 - State Route 84 (Bayfront Expressway) widening (to be advertised, see page 20)
- Widening of the existing San Mateo-Hayward Bridge and approaches to six lanes (under construction, see page 21)
- Improvement of the Interstate 880/State Route 92 interchange (under environmental review and in design, see page 22)

Additional project descriptions and updates of the to-be-completed projects are summarized on the following pages. Prior to the existence of BATA, Caltrans completed, as part of RM I, the widening of the existing Benicia-Martinez Bridge and the construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge.

The total escalated cost of the RM I projects is \$1.6 billion. Table 4 on page 15 shows the total BATA budget and Figure 4 on page 16 summarizes the current anticipated construction schedule for the RM I toll bridge projects that are under construction or in design.

Other Toll Bridge Capital Improvement Projects

Along with the RMI Toll Bridge Program, BATA funds a number of other capital rehabilitation and operational improvement projects on the toll bridges and their approaches. BATA has worked closely with Caltrans to plan and program toll revenues to fund these projects, which are designed to maintain and ensure the long-term safe operation of the toll bridges and associated toll facilities. These projects include the rehabilitation of pavements and ship-collision protection fender systems, as well as the rehabilitation of toll collection and maintenance facilities. A detailed listing of toll fund allocations made to BATA rehabilitation projects for FY 2001-02 is attached as Appendix B.

Also funded by BATA from toll revenues, the electronic toll collection (ETC) system, or FasTrak™, and the related advanced toll collection and accounting system (ATCAS), were recent capital improvement projects implemented by Caltrans on the bridges. FasTrak™ is now in operation in all toll booths on each of the state-owned toll bridges. See page 10 for more information on FasTrak™.



Carquinez Bridge toll plaza with ETC system in place

BATA Toll Bridge Capital Budget

BATA has adopted a multi-year capital improvement program for the toll bridges, including both the Regional Measure I Toll Bridge Program and the Rehabilitation and Operational Improvement Program.

Table 4 below provides a summary of the budget for the capital programs as split between the northern and southern bridge groups.

Table 4 – FY 2000–01 BATA Capital Budget Summary

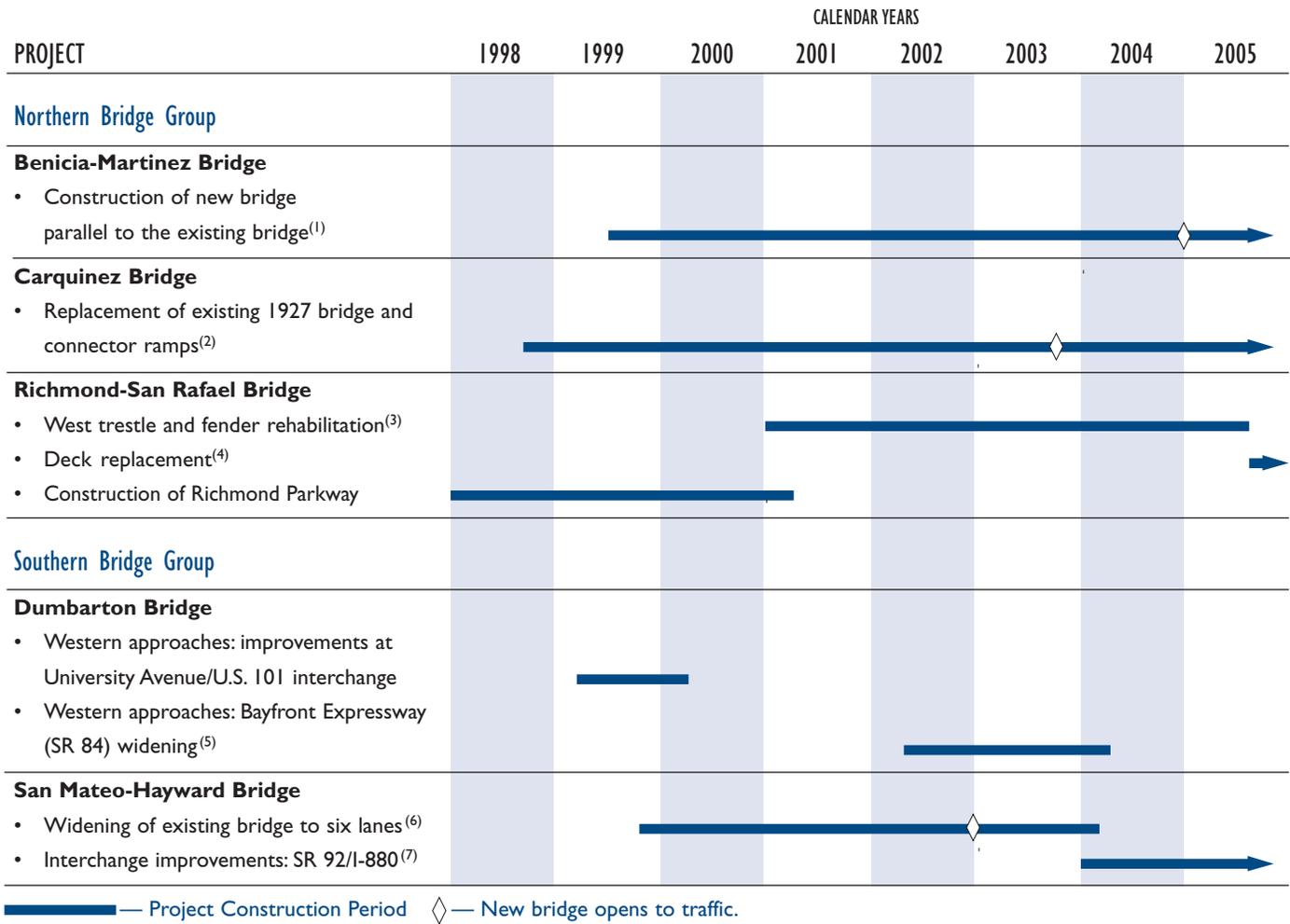
Regional Measure I Program Projects	Current BATA Budget (Dec. 01)	Other Non-BATA Funding	Current Total Project Budget (Dec. 01)
Northern Bridge Group			
New Benicia-Martinez Bridge	\$ 621,760,562	\$ 30,994,524 ¹	\$ 652,755,086
Carquinez Bridge Replacement	479,777,049	—	479,777,049
Richmond Parkway	5,897,181	—	5,897,181
Richmond-San Rafael Bridge Trestle Rehabilitation	741,717	34,633,087 ¹	35,374,804
Richmond-San Rafael Bridge Deck Rehabilitation	49,468,816	3,966,913 ¹	53,435,729
Northern Bridge Group Total	\$ 1,157,645,325	\$ 69,594,524	\$ 1,227,239,849
Southern Bridge Group			
San Mateo-Hayward Bridge Widening	\$ 217,456,198	—	\$ 217,456,198
San Mateo-Hayward Bridge Western Approach Planting	395,043	—	395,043
I-880/SR-92 Interchange Improvement	124,180,533	\$ 10,000,000 ²	134,180,533
Bayfront Expressway (SR-84) Widening	33,774,593	—	33,774,593
US-101/University Ave. Interchange Improvement	3,800,000	—	3,800,000
Southern Bridge Group Total	\$ 379,606,367	\$ 10,000,000	\$ 389,606,367
Regional Measure I Program - Total	\$ 1,537,251,692	\$ 79,594,524	\$ 1,616,846,216
Other Capital Projects			BATA Budget FY 2001-02
Rehabilitation and Operational Improvement Projects			\$ 21,234,000
Electronic Toll Collection Project			9,273,000
Other Capital Projects - Total			\$ 31,047,000

Notes:

1) State funding

2) Alameda County Transportation Authority funding

Figure 4 - Summary of RM I Project Construction Schedule



Notes

- (1) The new bridge is scheduled to be opened to traffic in December 2004; however, environmental mitigation and landscaping will take until June 2009.
- (2) The replacement bridge is scheduled to be opened to traffic in October 2003; however, demolition of the existing 1927 Carquinez Bridge and mitigation activities will take until March 2006.
- (3) The west trestle and fender rehabilitation of the bridge is forecasted by BATA to be completed in August 2005. The bridge will remain open during construction, but temporary lane closures will be necessary.
- (4) To avoid potential construction access conflicts, this project has been scheduled to go to construction after the trestle rehabilitation and retrofit project.
- (5) The expressway widening is scheduled to be completed by April 2004.
- (6) The new trestle section is scheduled to be opened to traffic in December 2002. Environmental mitigation and landscaping will take until April 2004. West approach replacement planting contract is scheduled to begin in May 2006 and end in May 2008.
- (7) The interchange reconstruction is scheduled to be completed by December 2006.

New Benicia-Martinez Bridge

Project Sponsor: Caltrans

Project Description:

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. A new span that will carry five lanes of northbound traffic will be built just east of and parallel to the existing span. The latter will be converted to carry four lanes of southbound traffic as well as a new bicycle and pedestrian pathway. As part of this project, a new 17-booth toll plaza with two carpool bypass lanes will be constructed in Contra Costa County.

Current Progress:

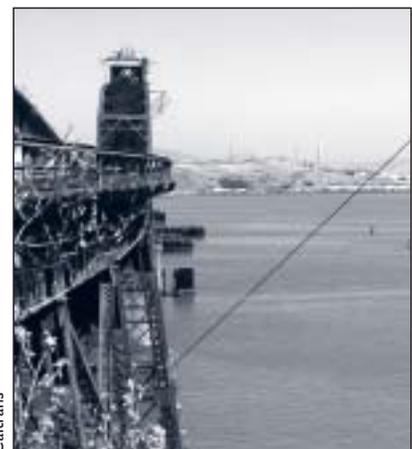
- Site preparations have been completed for the new toll plaza.
- Caltrans recently awarded the construction contract for the new span and the reconstruction of the Interstate 680/Interstate 780 interchange. A contract to construct a new toll plaza building and to reconstruct the I-680/Marina Vista Road interchange will follow in 2002. Once most of the construction on the new bridge has been completed, work will begin on the modification of the existing bridge to carry southbound-only traffic and the construction of the new bicycle/pedestrian pathway.
- Caltrans expects the new bridge to open to traffic in December 2004.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Dec. 01)
NEW BENICIA-MARTINEZ BRIDGE			(in millions) \$621.7
New bridge	Dec-01	Sep-04	\$345.2
Toll plaza & administration building	Mar-02	Aug-04	40.0
I-680/Marina Vista interchange	Aug-02	Dec-04	69.5
I-680/I-780 interchange	Dec-01	Dec-04	90.0
Other contracts			56.2
Project contingency			20.8

The new bridge is scheduled to be opened to traffic in December 2004.



Proposed structure — aerial view looking west



View along alignment of new bridge, looking north

Caltrans

Caltrans

Carquinez Bridge Replacement

Project Sponsor: Caltrans

Project Description:

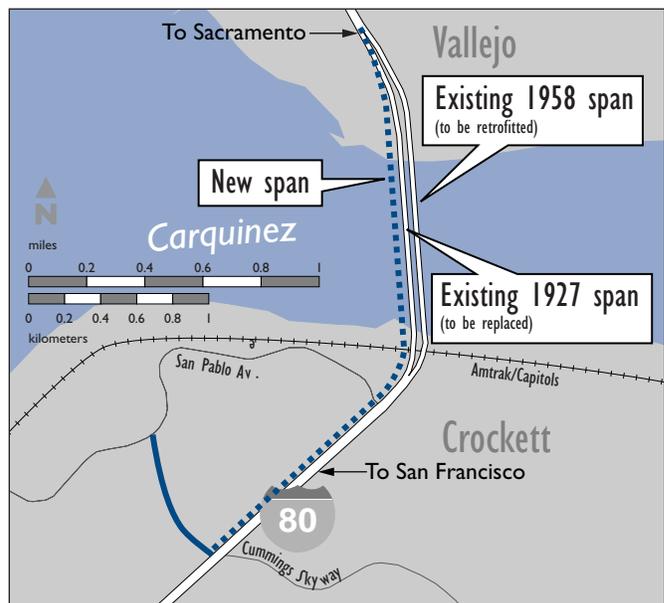
The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate structures: the 1927 span for westbound traffic and the 1958 span for eastbound traffic. While the 1958 span is being strengthened under Caltrans' seismic retrofit program, the 1927 span is being replaced. The new replacement suspension bridge will be built just west of the existing spans. Upon completion of the new four-lane bridge, the 1927 bridge will be demolished and removed. Along with full standard shoulders, the new bridge also will carry a new bicycle and pedestrian pathway.

Current Progress:

- Construction activities are going on along the entire length of the new bridge and its approaches. The foundations to the new bridge towers have been completed, with work now focusing on construction of the pedestal legs of the north and south towers as well as the bridge anchorages. Work also is proceeding on the reconstruction of the Crockett interchange and the widening of the roadway approaches to the new bridge.
- Caltrans expects the replacement bridge to open to traffic in October 2003.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Dec. 01)
REPLACEMENT CARQUINEZ BRIDGE			(in millions) \$479.8
Replacement bridge and north approach	Jan-00	May-04	\$293.9
South approach and interchange	Dec-00	Jul-03	111.3
Other contracts			57.5
Project contingency			17.1

The new bridge is scheduled to be opened to traffic in October 2003.



Construction of the south tower and pier, looking north



Proposed structure — aerial view looking north

Caltrans

Caltrans

Richmond-San Rafael Bridge Rehabilitation

Project Sponsor: Caltrans

Project Description:

Completed in 1956, the Richmond-San Rafael Bridge provides access — via Interstate 580 — across San Francisco Bay between Marin and Contra Costa counties. Rehabilitation of the bridge as specified in RM I includes two major projects:

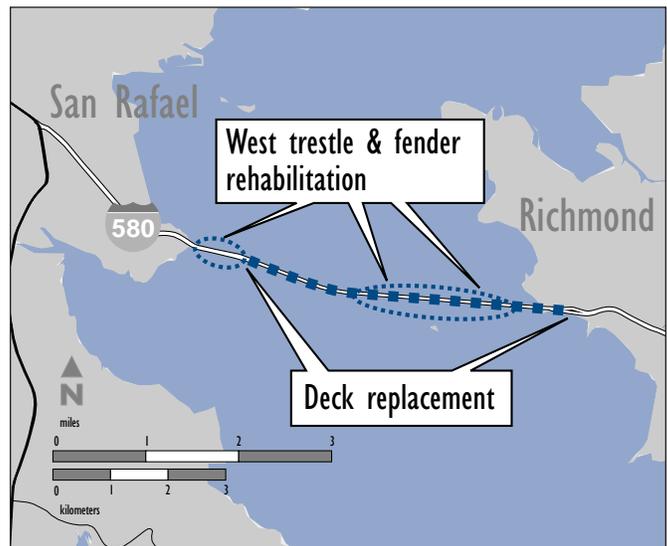
- (A) The first project will rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is combined with the seismic retrofit contract under way on the bridge.
- (B) The second project will replace the existing concrete deck on the bridge. The cast-in-place concrete riding surface, or deck, has been worn down over time due to traffic and exposure to the marine environment. This project will follow the completion of the rehabilitation project to avoid possible construction conflicts.

Current Progress:

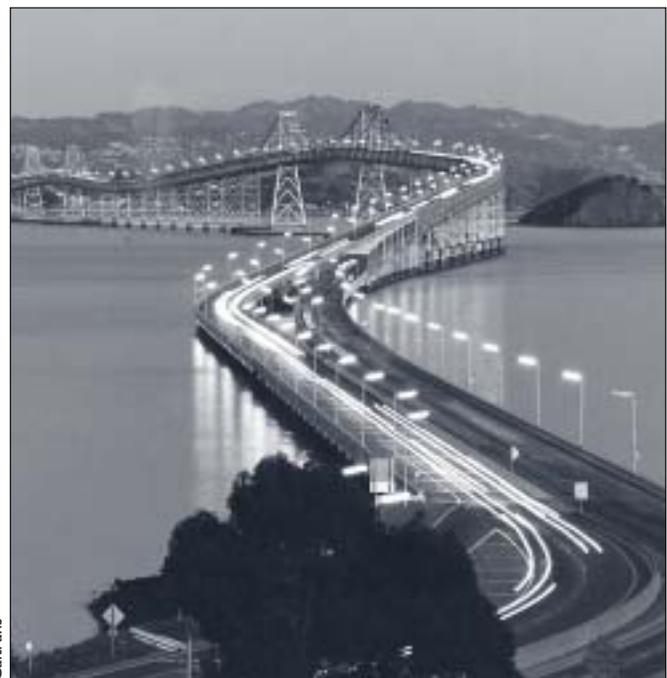
- (A) As part of the larger Richmond-San Rafael Bridge seismic retrofit contract, work is under way on the west trestle and fender replacement project. The bridge will remain open throughout the construction period. Completion of the project is forecasted by BATA for August 2005.
- (B) Design work on the deck replacement contract has been postponed until work on the Richmond-San Rafael Bridge seismic retrofit contract has progressed far enough to avoid any potential construction conflicts.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Dec. 01)
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION			(in millions) \$50.1
(A) West trestle and fender rehabilitation	Dec-00	Aug-05	\$ 0.7
(B) Deck replacement	Sep-05	Jul-07	38.0
Project contingency			11.4

The bridge will remain open during construction.



Bridge foundation retrofit activities



Richmond-San Rafael Bridge

Bayfront Expressway Widening

Project Sponsor: Caltrans

Project Description:

The Bayfront Expressway (State Route 84) in San Mateo County serves the western approach to the Dumbarton Bridge from U.S. 101. The existing roadway is a four-lane facility with no shoulders. The expressway will be widened to six lanes, three in each direction, with full standard shoulders and lane widths.

Current Progress:

- The design and environmental review for this project have been completed and approved.
- The project is scheduled to be advertised in January 2002, with bid opening scheduled for early 2002.
- The expressway will remain open throughout the construction period.
- Project completion is scheduled for April 2004.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Dec. 01)
BAYFRONT EXPRESSWAY WIDENING			(in millions) \$33.8
Widening	Apr-02	Apr-04	31.4
Project contingency			2.4

The bridge approaches will remain open during construction



San Mateo-Hayward Bridge Widening

Project Sponsor: Caltrans

Project Description:

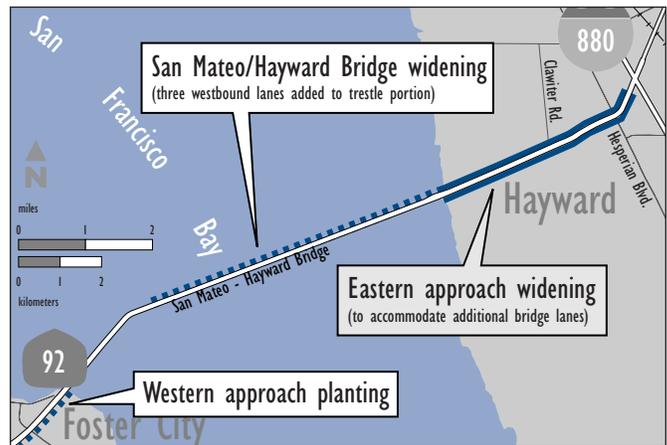
- (A) Construction began in 1999 to widen the low-rise trestle section and eastern approach of the San Mateo-Hayward Bridge from four lanes to six lanes, with full shoulders, in order to match the existing lane configuration of the western approach and high-rise section.
- (B) As a separate project, Caltrans will be replacing the landscaping along the San Mateo County approach to the bridge, which was widened to six lanes in the early 1990s.

Current Progress:

- The eastern approach widening has been completed and is now open to traffic. The widening included the extension of a carpool lane between Interstate 880 and the toll plaza.
- Construction to expand the toll plaza by two toll booths has begun, with foundation work under way on the expanded facility.
- Bridge widening work is continuing, with concurrent pile driving and pouring of concrete for the bridge deck. Currently, a 13,000-foot stretch of paved bridge deck (out of 24,837 feet in total) has been placed.
- The existing bridge remains open to traffic during construction. Caltrans expects the widened bridge to open to traffic in December 2002.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Dec. 01)
SAN MATEO-HAYWARD BRIDGE/ STATE ROUTE 92 WIDENING			(in millions) \$217.9
(A) Widen trestle	Nov-99	May-03	\$154.0
Widen eastern approach	Apr-00	Sep-01	\$32.0
Other			26.4
Project contingency			5.1
(B) West approach replacement planting	May-06	May-08	\$0.4

The new trestle is scheduled to be opened to traffic in December 2002.



Bridge deck construction



Overhead view of new deck under construction

Caltrans

Caltrans

Interstate 880/State Route 92 Interchange Reconstruction

Project Sponsor: Caltrans

Project Description:

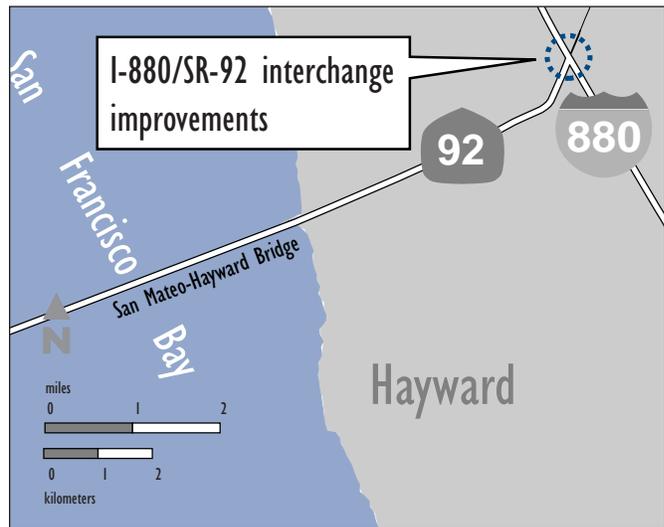
As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM I identified the need to reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the ongoing environmental review process.

Current Progress:

- A supplement to the draft Environmental Impact Statement/Report (EIS/R) is scheduled to be circulated for review in January 2002. A public hearing on the report is scheduled for February 2002. Caltrans anticipates issuing the final EIS/R in December 2002.
- In the meantime, Caltrans is performing preliminary engineering.
- Reconstruction of the interchange is being planned in stages so that the existing roadway can remain open to traffic while work is under way. Construction is scheduled to begin in December 2003 and to be completed in December 2006.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Dec. 01)
INTERSTATE 880/STATE ROUTE 92 INTERCHANGE IMPROVEMENTS			(in millions) \$124.2
Reconstruct I-880/SR-92 interchange	Dec-03	Dec-06	\$99.1
Project contingency			25.1

The interchange will remain open during construction.

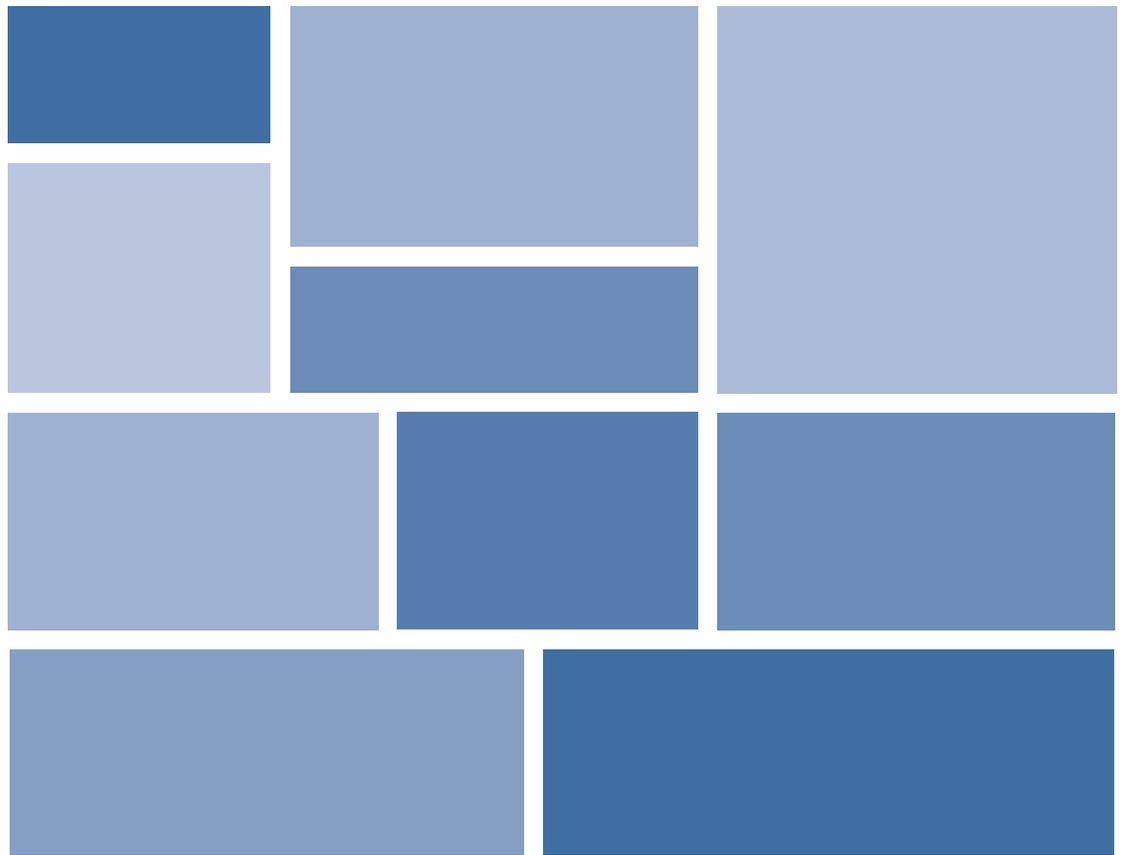


Aerial view of existing I-880/SR 92 interchange, looking west



Simulation of one alternative for the I-880/SR 92 interchange improvement, looking west

MTC Toll-Funded Transit and Traffic Relief Programs



MTC Toll-Funded Transit and Traffic-Relief Programs

MTC is responsible for allocating certain bridge tolls that have been legislatively set aside for transit improvement purposes. These bridge tolls are transferred from BATA to MTC into three separate MTC reserve accounts: A) AB 664 Net Toll Revenue Reserves, B) Five Percent Reserves, and C) Regional Measure I (RM I) Rail Extension Reserves. See Appendix C for the historic allocations made to each of these programs.

A) AB 664 Net Toll Revenue Reserves

The AB 664 Net Toll Revenue Reserves, named after the enabling legislation (Statute 1975, chapter 1229), are generated from a 1977 toll increase on the southern bridge group, which includes the San Francisco-Oakland Bay Bridge and the San Mateo-Hayward and Dumbarton bridges. Currently, the toll increase amounts to 25 cents per automobile on the Bay Bridge and 5 cents per automobile on the San Mateo-Hayward and Dumbarton bridges for motorists paying with cash, and 20 cents per automobile on all three bridges for motorists using the electronic toll collection system.

The AB 664 funds are allocated to capital projects that further the development of public transit in the vicinity of the three toll bridges, including transbay and transbay feeder transit services. Most AB 664 funding is programmed to various transit agencies as a match for federal transit funds to cover the cost of replacing buses and improving capital facilities.

Shown below is a listing of proposed AB 664 Net Toll Revenue Reserves allocations to be made by MTC for FY 2001-02.

AB 664 Net Toll Revenue Reserves

<u>Alameda-Contra Costa Transit District</u>	<u>\$852,612</u>
<ul style="list-style-type: none"> • Paratransit van leasing program • Replacement of 31 1997 buses 	
<u>Bay Area Rapid Transit District</u>	<u>\$3,755,620</u>
<ul style="list-style-type: none"> • Rail replacement projects • Wayside train control rehabilitation projects • Traction power rehabilitation projects 	
<u>Central Contra Costa Transit Authority</u>	<u>\$55,750</u>
<ul style="list-style-type: none"> • Paratransit van replacements 	
<u>San Francisco Municipal Railway</u>	<u>\$2,511,965</u>
<ul style="list-style-type: none"> • Paratransit van replacements • Cable car vehicle renovation • Motor coach replacement • Trolley overhead reconstruction program 	
<u>San Mateo County Transit District</u>	<u>\$1,920,175</u>
<ul style="list-style-type: none"> • Replacement of 40 1990 articulated buses • Replacement of 38 buses 	
<u>Union City Transit</u>	<u>\$71,904</u>
<ul style="list-style-type: none"> • Replacement of three buses 	
<u>Vallejo Transit</u>	<u>\$1,675,000</u>
<ul style="list-style-type: none"> • Replacement of 10 35-foot buses • Replacement of 12 40-foot buses 	
<u>Western Contra Costa Transit Authority</u>	<u>\$269,347</u>
<ul style="list-style-type: none"> • Replacement of two coaches • Replacement of 10 vans 	
<u>Total</u>	<u>\$11,112,373</u>



AC Transit

AC Transit's Transbay Express bus



BART

BART train in Transbay Tube

B) Five Percent Reserves

The Five Percent Reserves were originally funded from up to 5 percent of the 1988 RM 1 toll increase, with 3 percent of the increase to be used for congestion-relieving transit operation and capital projects in the bridge corridors and 2 percent of the increase to be used specifically for ferry service capital projects. However, when the state-owned toll bridges became eligible for federal funding in April 2000, under federal funding guidelines toll revenues could only be used for transit capital projects and not for transit operations.

In order to help MTC meet its funding commitments, Caltrans entered into a cooperative agreement with BATA and MTC in which Caltrans transferred state funding (Five Percent Unrestricted State Funds) to MTC to replace the Five Percent Reserve funds used for transit operations. As a result of this agreement, new programming and allocation policies were established in MTC Resolution No. 3288, with the Five Percent Reserves now being composed of the Five Percent Unrestricted State Funds Reserves supporting ferry operations and other transit/bicycle projects, and the remaining Two Percent Reserves supporting strictly ferry capital improvements.

Shown below is a listing of proposed Five Percent Unrestricted State Funds Reserves and Two Percent Reserves allocations to be made by MTC for FY 2001-02.

Five Percent Unrestricted State Funds Reserves

Association of Bay Area Governments	\$140,000
• Regional Bicycle Trail planning	
City of Vallejo	\$1,564,162
• Baylink Ferry operating subsidy	
Golden Gate Bridge, Highway and Transportation District	\$100,000
• Richmond-San Rafael Bridge bike shuttle operating subsidy	
City of Alameda	\$1,043,000
• Alameda/Oakland Ferry operating subsidy	
• Harbor Bay Ferry operating subsidy	

Two Percent Reserves

City of Vallejo	\$574,000
• Engine overhaul and rehab of M/V Intintoli and M/V Mare Island (two ferries)	
• Ferry boat interior rehab (two ferries)	
• Ferry boat bicycle racks and deck spray shields (two ferries)	
• Emergency rehabilitation project for M/V Vallejo	
City of Alameda	\$902,277
• Repropulsion of the ferry boat M/V Bay Breeze	
• Propeller replacement for the ferry boat M/V Encinal	
• Engine room system ventilation redesign for the M/V Encinal	
• Alameda Main Street ticket vending machine installation	
• East End terminal passenger weather protection	
Total	\$4,323,439



Vallejo Transit

Vallejo Baylink Ferry



©1998 Barrie Rokeach

Alameda-Oakland Ferry

C) Rail Extension Reserves

The Rail Extension Reserves are made up of 90 percent of the 25-cent RM I toll increase for two-axle vehicles on the San Francisco-Oakland Bay Bridge. MTC must allocate these funds exclusively for rail transit capital improvement projects that are designed to reduce vehicular traffic congestion on the Bay Bridge. These funds are spent in accordance with a formula whereby 70 percent of the funds are allocated for East Bay rail improvement projects and the remaining 30 percent for West Bay projects.

The East Bay rail project funds have been previously allocated to the BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton. The West Bay rail projects have included Muni Metro light-rail improvements along the Embarcadero, a study for a Caltrain downtown extension, and the BART-San Francisco International Airport (SFO) Extension project. In December 2001, MTC adopted a Regional Transit Expansion Policy committing Rail Extension Reserves funds to help finance an integrated program of new rail transit starts and extensions. This program contributes Rail Extension Reserves funds to BART extensions to Warm Springs, East Contra Costa County and the Tri-Valley, an Oakland Airport connector to BART, and reconstruction of the Transbay Transit Terminal in conjunction with a Caltrain extension.

Shown below is a listing of proposed East and West Bay Rail Extension Reserves allocations to be made by MTC for FY 2001-02.

East Bay Rail Extension Reserves

BART	\$7,000,000
------	-------------

- For FY 2001-02, MTC has allocated \$7 million in East Bay Rail Extension Reserves funds to fulfill the third installment of a \$60 million loan to BART for the BART-SFO extension project, which is to be repaid by BART upon its receipt of the final increment of federal funds for the project.

West Bay Rail Extension Reserves

BART	\$3,000,000
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- For FY 2001-02, MTC has allocated \$3 million in West Bay Rail Extension Reserves funds to the BART-SFO extension project.

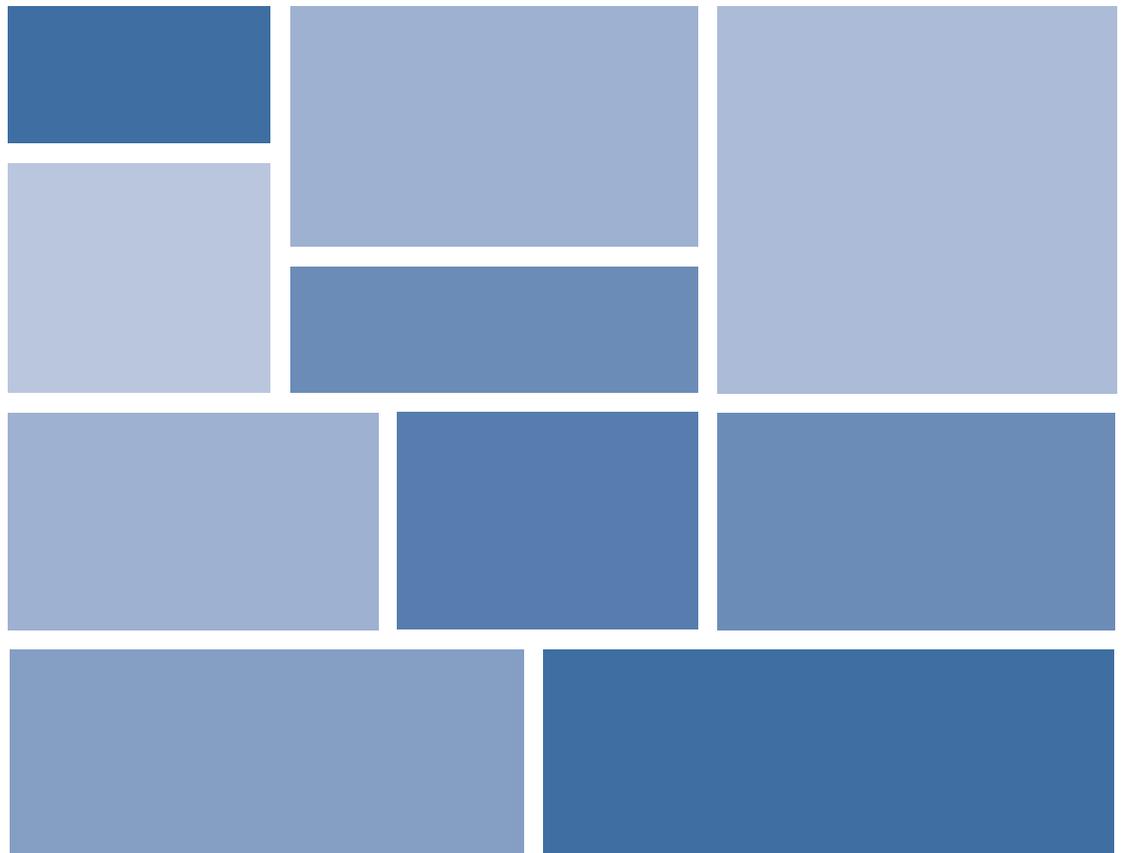
Total	\$10,000,000
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BART-SFO Extension

Aerial view of new San Francisco International Airport BART station now under construction

Other Toll Bridge Projects and Related Planning Studies



Caltrans Toll Bridge Seismic Retrofit Program



Damaged east span of the Bay Bridge after the Loma Prieta earthquake of 1989

Project Sponsor: Caltrans

Since 1998, Caltrans has been collecting a \$1 seismic surcharge on all toll-paying vehicles crossing the state-owned toll bridges in the Bay Area. These toll funds are used in combination with other state and federal moneys to finance a multibillion-dollar toll bridge seismic retrofit program affecting five of the seven state-owned Bay Area toll bridges. The two remaining bridges, the Antioch and Dumbarton bridges, are the newest toll bridges and were evaluated in the early 1990s by Caltrans engineers, who concluded at that time that retrofit work was not necessary.

Caltrans' engineering staff determines what retrofit work is needed on each bridge based on traffic uses, expected life of the bridge, cost of higher post-earthquake performance levels, and other considerations. Each retrofit is designed to a level that, at a minimum, will ensure that the bridge will remain standing in an earthquake. The California Legislature has designated the San Francisco-Oakland Bay Bridge and Benicia-Martinez Bridge as "life-line structures" since they are located along transportation corridors determined to be crucial to both emergency relief and economic revitalization of the region following a major earthquake. Based on this distinction, the retrofit strategies for these two bridges incorporate some design elements that exceed standard seismic bridge design.

Recent Developments

In April 2001, Caltrans reported significant cost overruns for the retrofit program. In order to pay for the cost overruns, Gov. Gray Davis signed Assembly Bill 1171 in September 2001, approving a multibillion-dollar funding augmentation for the program. The bill extends to 2038 the current \$1 seismic surcharge on the Bay Area's state-owned toll bridges, which was originally set to expire in 2008. Caltrans will use the revenue generated from the extended toll surcharge to back a series of bond issues to help fund the entire toll bridge seismic retrofit program.

The largest of the seismic retrofit projects is the replacement of the east span of the San Francisco-Oakland Bay Bridge. In December 2001, Caltrans opened bids for the construction contract for the skyway portion of the new east span. The apparent low bid of \$1.04 billion was \$240 million greater than the engineers' estimate. Caltrans is currently evaluating the bid. Once the contract is awarded, construction of the new bridge could get under way as soon as early 2002. Design of the signature self-anchored suspension bridge segment of the new east span is continuing, with advertisement of its contract expected in late 2002.

The table on the following page describes the status of the seismic retrofit program as of December 2001.

Status of Toll Bridge Seismic Retrofit Program

Bridge	Seismic Retrofit Strategy	Status / Retrofit Completion Date (December 2001)
Benicia-Martinez	Lifeline structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and dampening features	Under construction Early 2002
Carquinez (1958 eastbound structure)	Moderate to major damage — strengthen or replace structural elements, add isolation and dampening features	Under construction Early 2002
Richmond-San Rafael	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and dampening features	Under construction Mid 2005
San Francisco-Oakland Bay (west side)	Lifeline structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and dampening features	Under construction Early 2008
San Francisco-Oakland Bay (east side)	Lifeline structure, minor to moderate damage expected, reopening to traffic quickly — construct new bridge	Under construction Late 2005 (westbound) — Mid 2007 (eastbound)
San Mateo-Hayward	Moderate to major damage — strengthen or replace structural elements, add isolation and dampening features	Completed April 2000

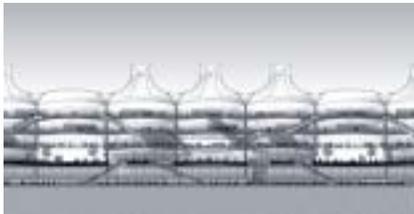


Caltrans

Computer rendering of the new eastern span of the Bay Bridge

Update on Toll Bridge-Related Planning Studies

Simon Martin-Vegue Winkelstein
Moris (SMVM)



Proposed Transbay Transit Terminal replacement structure

Transbay Transit Terminal Improvement Plan Study

- Completed in May 2001, the study evaluated plans for a new and expanded structure to be built on the site of the existing terminal. The current plan calls for the construction of a 600,000 square foot multimodal transit facility with significant mixed-use development.
- In June 2001, the Transbay Joint Powers Authority (TJPA) was established to keep this project moving forward. The authority is made up of representatives from the city and county of San Francisco, AC Transit, and the Peninsula Corridor Joint Powers Board (Caltrain).
- Late in 2001, Gov. Gray Davis vetoed a bill that would have financed the terminal by transferring title of the terminal site and other nearby parcels from Caltrans to the city of San Francisco, but the veto message instructed Caltrans to transfer the property administratively and expressed the governor's support for the redevelopment project. Caltrans is currently working with the TJPA to determine the schedule and process for the land transfer.
- In December 2001, MTC adopted the project as a part of the Commission's Regional Transit Expansion Policy (RTEP).

San Francisco-Oakland Bay Bridge West Span Pathway Study

- Completed in May 2001, the study looked at the feasibility of adding a pedestrian, bicycle and maintenance pathway to the west span of the San Francisco-Oakland Bay Bridge.
- The study determined that, while it would be feasible to construct such a pathway, the cost of even the least expensive alternative would be more than \$160 million.
- Currently, no funding has been identified for this project.

San Francisco Bay Crossings Study

- The study is evaluating how a new vehicular crossing as well as the latest traffic operations systems and potential new rail services could improve transbay mobility. It also is looking at cost, travel demand and environmental impacts, and the financial feasibility of various transbay transportation options.
- The options to be considered include new or widened highway bridges, new transbay commuter or high-speed rail services, increased BART and bus service, and other operational enhancements that could improve transbay capacity.
- The study has completed a telephone poll of Bay Area residents, soliciting opinions on new crossings, modal options and willingness to pay for any enhancements through toll increases.
- The study is due to be completed in July 2002.



Proposed Bay Bridge west span pathway — aerial view

CH2M Hill

Appendix A: Toll Schedule

CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL SCHEDULE¹ (EFFECTIVE JAN. 1, 2002)

BRIDGES

Antioch⁽²⁾, Benicia-Martinez, and Carquinez

(tolls collected northbound only)

Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward

(tolls collected westbound only)

2 axles	\$ 2.00
3 axles	4.00
4 axles	6.25
5 axles	9.25
6 axles	10.00
7 axles or more	11.50

Toll is based on the total number of axles on the roadway in a vehicle combination.

ELECTRONIC TOLL COLLECTION (ETC)

Passage for all vehicles using ETC shall be at the rates shown above.

COMMUTE BUS

A commute bus is defined in accordance with operational procedures and vehicle definitions recommended by Caltrans and approved by MTC. A commute bus may cross toll-free at any time in designated lane(s), in accordance with operational procedures. Passage through staffed lanes requires a toll-free commute bus ticket, or an axle-based toll will be charged.

CARPOOL

Antioch, Benicia-Martinez, and Carquinez bridges

Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 7 p.m.

Richmond-San Rafael and San Francisco-Oakland Bay bridges

Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 6 p.m.

Dumbarton and San Mateo-Hayward bridges

Any 2-axle vehicle, without trailer(s), carrying two or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 6 p.m.

Note:

A motorcycle, or 2-axle vehicle, without trailer(s), designed by the manufacturer to be occupied by no more than two persons carrying two persons, may cross toll-free in designated lane(s) consistent with the above referenced hours of operation.

¹ Tolls as adopted by the Metropolitan Transportation Commission (MTC) in accordance with Section 30916 of the Streets and Highways Code. Commencing January 1, 1998, Chapter 327, Statutes of 1997, imposes a one dollar (\$1.00) surcharge on each vehicle except for vehicles authorized toll-free passage.

This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

² Pedestrians and bicycles may cross the Antioch and Dumbarton bridges toll-free at any time.

VEHICLE DEFINITIONS FOR BRIDGE TOLL ASSESSMENT

BUS shall include any vehicle designed, used or maintained for carrying more than 10 persons, including the driver.

COMMUTE BUS shall include any vehicle that is:

either I

- A. Designed, used or maintained for the transportation of more than 10 persons including the driver;
- B. Operated across a state-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll plaza of such bridge; and
- C. Operated on a regular schedule for any municipal or public corporation, transit district, public utility district or political subdivision, or private company for the nonprofit work-related transportation of its employees; or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.

or II

A vanpool vehicle operating under the provisions of current ridesharing laws and regulations, and designed for carrying more than 10 but not more than 15 persons including the driver, which is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

MOTORCYCLE shall include any motor vehicle having a seat or saddle for the use of the rider, with up to four wheels in contact with the roadway, two of which are a functional part of a sidecar.

SEATING CAPACITY - If individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.

TRAILER shall include any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.

VEHICLE COMBINATION shall include any combination of motor-driven and drawn vehicle(s). Toll assessment will be based on the total number of axles on the roadway in the total combination.

Appendix B: FY 2001–02 Proposed Capital Support and Capital Allocations

FY 2001-02 TOLL BRIDGE REHABILITATION PROGRAM ALLOCATIONS

Northern Bridge Group

Description	Bridge	Expenditure Authorization Number	Capital Outlay	Capital Outlay Support
Replace maintenance building	RSR	00394	\$ 0	\$ 50,292
Upgrade existing SCADA system	NBG	01090	0	285,672
Install trench drain at toll plaza	RSR	01110	26,000	19,512
Stairway at toll lanes	RSR	01120	125,000	42,900
NBG toll booth HVAC	NBG	01122	180,000	61,776
Replace toll plaza HVAC	ANT	01123	35,000	15,444
Refurbish Antioch toll plaza	ANT	01124	65,000	22,308
Replace toll plaza HVAC	RSR	0112X	20,000	6,864
Stairway at toll lanes	CAR	0112X	200,000	68,640
Toll plaza rehabilitation projects	NBG	0112X	205,000	70,356
Seal deck	ANT/B-M	04310	906,000	303,732
ETC signing and striping	RSR	04491	0	17,160
ETC signing and striping	B-M	0449U	0	4,000
Replace maintenance traveler scaffolding	CAR	04711	3,664,000	530,524
Install trench drain	CAR	04730	78,000	15,000
Replace timber fenders at Piers 2, 3, 4	CAR	04907	0	450,908
Replace timber fenders at Piers 4-12	B-M	04908	0	173,316
Rehab Pier 3 fender structure support system	CAR	0490A	0	234,516
Install TOS (traffic monitoring sensors, SCCTV)	RSR	15065	0	18,000
Install TOS (sensors, comm. and hub equip.)	CAR	15070	25,000	4,000
Install TOS (regional hubs, metering)	B-M	15071	52,000	14,000
Install TOS (traffic monitoring sensors, SCCTV)	CAR	15095	0	35,500
Minor B projects	NBG	—	200,000	0
Subtotal			\$5,781,000	\$2,444,420

Southern Bridge Group

Construct paint maintenance building	SMH	00282	\$ 0	\$ 30,184
Construct new toll operations building	SFO	00297	0	1,575,752
Construct women's w. side restroom and lockers	SFO	00412	40,000	68,640
EB paint building - update crew facilities	SFO	00413	0	14,000
Replace timber fenders at Piers E2-E5	SFO	00489	2,800,000	809,952
Upper deck replace overlay and expansion joints	SFO	01051	0	293,000
Lower deck replace overlay and expansion joints	SFO	01052	0	60,000
Purchase and install security cameras	SFO	01080	66,000	17,160
Upgrade existing SCADA system	SBG	01090	0	430,000
Improve facilities at electrical substation	DUM	01100	0	34,320
Toll booth HVAC	DUM	01121	40,000	13,730
SM-H and SFO toll booth HVAC	SBG	0112X	140,000	48,046
Replace toll plaza HVAC	SFO	0112X	30,000	10,296
Replace drainage gutters at toll plaza	DUM	01340	117,000	25,000

FY 2001-02 TOLL BRIDGE REHABILITATION PROGRAM ALLOCATIONS (cont.)

Description	Bridge	Expenditure Authorization Number	Capital Outlay	Capital Outlay Support
East Bay Bridge maintenance yard	SFO	01400	\$ 0	\$ 0
New substation for toll bldg., maint. yard, and SFOBB	SFO	01401	0	300,000
Install TOS (sensor, comm. and hub equipment)	SFO	03081	130,000	10,000
Replace 15kV cable (east and west sides)	SFO	04080	0	17,160
Resurface orthotropic deck	SMH	04100	0	401,544
Widen maintenance catwalk	SMH	04222	0	244,000
Rehab finger expansion joints	SMH	04223	0	372,956
Replace elect. cable hangers and upgrade 12kV system	SMH	04224	0	237,000
Structural steel painting and safety repairs	SMH	0436V	268,000	20,000
Upper deck repair expansion joints	SFO	04461	0	435,000
ETC signing and striping	SFO	04494	23,000	34,320
Install safety access stairway	SFO	04640	0	30,888
Replace boat dock (<i>project cancelled</i>)	SMH	04660	0	15,468
Replace timber fenders at Piers W2-W6	SFO	04904	0	693,652
Replace timber fenders at Piers 19 and 20	SMH	04905	2,399,000	475,332
Replace timber fenders at Piers 23 and 24	DUM	04906	900,000	331,188
Transportation management center	SFO	15001	1,679,000	233,000
Install TOS (regional hubs, metering east and west sides)	SMH	15040	7,924,000	1,087,100
Install TOS (regional hubs, metering)	DUM	15043	329,000	24,000
Install TOS (KSOL court settlement)	SBG	15058	500,000	439,296
TBT - replace garage doors	TBT	926857	45,000	15,444
TBT - replace elevators	TBT	926857	45,000	15,444
TBT - refurbish escalators	TBT	926857	300,000	102,960
Restroom renovation and ADA compliance	TBT	926857	345,000	140,000
Procure new call boxes	SMH	BATA	295,625	0
Minor B projects	SBG	—	200,000	0
Subtotal			\$18,615,625	\$9,105,832
TOTAL			\$24,396,625	\$11,550,252

Abbreviations: ANT - Antioch Bridge, B-M - Benicia-Martinez Bridge, CAR - Carquinez Bridge, RSR - Richmond-San Rafael Bridge, DUM - Dumbarton Bridge, SFO - San Francisco-Oakland Bay Bridge, SMH - San Mateo-Hayward Bridge, TBT - Transbay Transit Terminal, NBG - Northern Bridge Group, SBG - Southern Bridge Group

Appendix C: Table of Historic Transit Allocations and Fund Balances

A. AB 664 NET TOLL REVENUE RESERVES

Allocations	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual FY 1999-00	Actual FY 2000-01	Proposed FY 2001-02	TOTAL FY 93-FY 02
AC Transit (rescissions)			\$11,472,430	\$10,295,307				\$ 4,529,661	\$10,967,240	\$ 852,612 (21,250)	\$ 38,117,250 (21,250)
City of Alameda (rescissions)									48,729 (6,757)		48,729 (6,757)
BART (rescissions)	\$3,467,332	\$ 2,016,327	691,956		\$12,000,000	\$ 4,000,000	\$4,000,000 (1,769,171)	8,725,550	1,966,909	3,755,620	40,623,694 (1,769,171)
BATA								1,875,000			1,875,000
CCCTA (rescissions)		2,075,887	77,892	652,903	644,068	571,640	925,748	819,676	1,510,284 (45,023)	55,750 (20,750)	7,333,848 (65,773)
DB Consortium									30,000		30,000
LAVTA (rescissions)				408,258					(12,093)		408,258 (12,093)
Muni (rescissions)	4,682,792	6,128,118	4,447,100	4,537,807	2,142,457	6,975,727	5,357,090		6,105,790	2,511,965 (61,271)	42,888,846 (61,271)
SamTrans (rescissions)							51,130 (263,052)		220,720	1,920,175	2,192,025 (263,052)
Union City Transit									67,311	71,904	139,215
Vallejo Transit			1,014,809						89,362	1,675,000	2,779,171
WestCAT			26,946		135,558			504,567	58,420	269,347	994,838
Other/Admin.	46,235	16,544	59,730	5,258	92,313	34,362					254,442
Total Allocation	\$8,196,359	\$10,236,876	\$17,790,863	\$15,899,533	\$15,014,396	\$11,581,729	\$8,301,745	\$16,454,454	\$21,000,892	\$11,009,102	\$135,455,949

B. FIVE PERCENT UNRESTRICTED STATE FUND RESERVES AND TWO PERCENT BRIDGE REVENUE RESERVES (FORMERLY THE FIVE PERCENT BRIDGE TOLL REVENUE RESERVES)

ALLOCATIONS	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual FY 1999-00	Actual FY 2000-01	Proposed FY 2001-02	TOTAL FY93 - FY02
Northern Bridge Group											
ABAG	\$48,000	\$56,000	\$50,000	\$ 9,234	\$19,178	\$70,000	\$45,000	\$76,783	\$76,000	\$70,000	\$520,195
Port of San Francisco							25,000				25,000
City of Benicia	169,600		166,058	145,000	60,000	71,100	25,000				636,758
City of Napa	75,000	70,000									145,000
City of Martinez								25,000			25,000
City of Vallejo	756,977	521,775	537,428	664,512	647,903	659,000	1,489,903	1,229,010	1,932,648	2,138,162	10,577,318
GGBHTD										100,000	100,000
Muni									650,000		650,000
Southern Bridge Group											
ABAG	72,000	84,000	90,000	130,766	120,822	70,000	95,000	63,217	64,000	70,000	859,805
AC Transit (rescissions)						9,000			(102,007)		9,000 (102,007)
Contra Costa County		24,873									24,873
Port of San Francisco							25,000	40,000			65,000
City of Alameda	648,960	608,960	429,901	459,920	432,420	541,770	1,097,355	928,950	1,275,700	1,945,277	8,369,213
City of Emeryville			50,000								50,000
City of Martinez			20,000								20,000
City of Oakland				69,473							69,473
Muni									650,000		650,000
Total Allocation	\$1,770,537	\$1,365,608	\$1,343,387	\$1,478,905	\$1,280,323	\$1,420,870	\$2,802,258	\$2,362,960	\$4,546,341	\$4,323,439	\$22,694,628
Northern Bridge Group	1,049,577	647,775	753,486	818,746	727,081	800,100	1,584,903	1,330,793	2,658,648	2,308,162	12,679,271
Southern Bridge Group	720,960	717,833	589,901	660,159	553,242	620,770	1,217,355	1,032,167	1,887,693	2,015,277	10,015,357

C. REGIONAL MEASURE I RAIL EXTENSION RESERVES

ALLOCATIONS	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual FY 1999-00	Actual FY 2000-01	Proposed FY 2001-02	TOTAL FY93 - FY02
East Bay Rail Extension											
BART East Bay Extensions (rescissions)	\$15,000,000	\$7,500,000	\$7,500,000	\$7,500,000	\$17,947,935		\$ (4,000,000)				\$ 55,447,935 \$ (4,000,000)
Loan to BART-SFO Project								\$25,000,000	\$10,000,000	\$7,000,000	\$42,000,000
West Bay Rail Extension											
Muni Metro Turnback	2,000,000										2,000,000
F-Embarcadero Extension		3,365,968	4,015,000		5,811,061	175,000		675,000			14,042,029
Caltrain Downtown Extension PE			250,000								250,000
BART-SFO Extension PE				1,000,000							1,000,000
BART-SFO Extension Construction						3,375,000	3,000,000	2,625,000		3,000,000	12,000,000
Total Allocation	\$17,000,000	\$10,865,968	\$11,765,000	\$8,500,000	\$23,758,996	\$3,550,000	\$ (1,000,000)	\$28,300,000	\$10,000,000	\$10,000,000	\$122,739,964
East Bay	15,000,000	7,500,000	7,500,000	7,500,000	17,947,935	0	(4,000,000)	25,000,000	10,000,000	7,000,000	93,447,935
West Bay	2,000,000	3,365,968	4,265,000	1,000,000	5,811,061	3,550,000	3,000,000	3,300,000	0	3,000,000	29,292,029



Bay Area Toll Authority Toll Bridge Funds

**Report on Audit of Financial Statements
for the years ended June 30, 2001 and 2000**

**Bay Area Toll Authority
Toll Bridge Funds
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Report of Independent Accountants

To the Board of Directors of the Bay Area Toll Authority

In our opinion, the accompanying balance sheets and the related statements of revenues, expenses and operating and capital transfers, statements of changes in fund equity, and statements of cash flows present fairly, in all material respects, the financial position of the Bay Area Toll Authority (the "Authority") at June 30, 2001 and 2000, and the results of its operations, changes in fund equity and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America. These financial statements are the responsibility of the Authority's management; our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits of these statements in accordance with auditing standards generally accepted in the United States of America, which require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

Our audit was conducted for the purpose of forming an opinion on the financial statements taken as a whole. The supplemental schedules 1 through 13 on pages 13 to 26 are presented for purposes of additional analysis and are not a required part of the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and, in our opinion, is fairly stated in all material respects in relation to the financial statements taken as a whole.



November 9, 2001

**Bay Area Toll Authority
Toll Bridge Funds
Balance Sheet
June 30, 2001 and 2000**

	2001	2000
Assets		
Current assets:		
Cash and cash equivalents	\$ 195,389,808	\$ 28,212,198
Restricted and designated cash and investments:		
Cash and cash equivalents	413,356,438	97,115,699
Short-term investments	192,245,351	207,405,529
Accrued interest	6,364,494	10,525,325
Tolls due from State of California, Department of Transportation	3,933,622	1,871,273
Maintenance funding due from State of California, Department of Transportation	1,500,000	68,000
Capital contribution due from State of California, Department of Transportation		3,610,839
Transbay Study funding due from State of California, Department of Transportation	1,623,114	550,000
Prepayments to the Architectural Revolving Fund	255,409	2,654,440
Total current assets	<u>814,668,236</u>	<u>352,013,303</u>
Restricted and designated long-term investments	132,027,664	101,314,604
Long-term investments		235,392,888
Long-term maintenance funding due from State of California, Department of Transportation	36,033,643	31,858,113
Furniture and equipment (net of accumulated depreciation of \$6,085)	6,099	8,130
Long-term receivable due from State of California, Department of Transportation	2,002,933	-
Total assets	<u>\$ 984,738,575</u>	<u>\$ 720,587,038</u>
Liabilities & Fund Equity		
Current liabilities:		
Bank overdraft	\$ -	\$ 2,304,514
Accounts payable	551,176	1,341,806
Accrued interest payable	1,436,005	-
Deferred revenue	-	185,603
Due to State of California, Department of Transportation	13,609,080	25,230,676
Total current liabilities	<u>15,596,261</u>	<u>29,062,599</u>
Long-term debt, net	396,605,982	-
Total liabilities	<u>412,202,243</u>	<u>29,062,599</u>
Fund equity:		
Contributed capital from State of California, Department of Transportation:		
Northern Unit	179,470,944	321,982,943
Southern Unit	187,286,657	288,171,454
Retained earnings	205,778,731	81,370,042
Total fund equity	<u>572,536,332</u>	<u>691,524,439</u>
Total liabilities and fund equity	<u>\$ 984,738,575</u>	<u>\$ 720,587,038</u>

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority
Toll Bridge Funds
Statement of Revenues, Expenses and Operating and Capital Transfers
for the years ended June 30, 2001 and 2000

	2001	2000
Operating revenues		
Transfers from State of California, Department of Transportation for toll revenues	\$ 142,310,747	\$ 139,913,698
Other revenues	2,480,061	820,985
Total operating revenues	<u>144,790,808</u>	<u>140,734,683</u>
Operating expenses		
Transfers to State of California, Department of Transportation for operating expenditures	31,698,838	30,557,318
Services and charges	3,466,533	3,423,216
Depreciation and amortization	19,155	2,031
Total operating expenses	<u>35,184,526</u>	<u>33,982,565</u>
Operating income	<u>109,606,282</u>	<u>106,752,118</u>
Nonoperating revenues		
Interest income	41,390,049	36,683,820
Other income	20,923	17,766
Total nonoperating revenues	<u>41,410,972</u>	<u>36,701,586</u>
Nonoperating expenses		
Interest expense	<u>1,327,465</u>	-
Income before operating transfers	<u>149,689,789</u>	<u>143,453,704</u>
Operating transfers		
Transfers from Metropolitan Transportation Commission	185,603	1,689,397
Transfers to Metropolitan Transportation Commission for operating expenditures	<u>(25,466,703)</u>	<u>(23,789,758)</u>
Net income before capital transfers	124,408,689	121,353,343
Capital transfers		
Transfers to State of California, Department of Transportation for capital expenditures	(240,883,029)	(95,368,025)
Transfer to other agencies	<u>(549,415)</u>	<u>(3,827,466)</u>
Net (decrease) increase in fund equity	<u>\$ (117,023,755)</u>	<u>\$ 22,157,852</u>

The accompanying notes are an integral part of these financial statements.

**Bay Area Toll Authority
Toll Bridge Funds
Statement of Changes in Fund Equity
for the years ended June 30, 2001 and 2000**

	<u>Contributed Capital</u>		Retained Earnings	Total Fund Equity
	Northern Unit	Southern Unit		
Balances, July 1, 1999	\$ 321,982,943	\$ 284,560,615	\$ 59,212,190	\$ 665,755,748
Net increase in fund equity	-	-	22,157,852	22,157,852
Contributed capital	<u>-</u>	<u>3,610,839</u>	<u>-</u>	<u>3,610,839</u>
Balances, June 30, 2000	321,982,943	288,171,454	81,370,042	691,524,439
Net income before capital transfers	-	-	124,408,689	124,408,689
Transfers to State of California, Department of Transportation for capital expenditures	(141,180,408)	(99,702,621)	-	(240,883,029)
Transfers to other agencies	(349,415)	(200,000)	-	(549,415)
Return of contributed capital - Transfers to Metropolitan Transportation Commission	<u>(982,176)</u>	<u>(982,176)</u>	<u>-</u>	<u>(1,964,352)</u>
Balances, June 30, 2001	<u>\$ 179,470,944</u>	<u>\$ 187,286,657</u>	<u>\$ 205,778,731</u>	<u>\$ 572,536,332</u>

The accompanying notes are an integral part of these financial statements.

**Bay Area Toll Authority
Toll Bridge Funds
Statements of Cash Flows
for the years ended June 30, 2001 and 2000**

	2001	2000
Cash flows from operating activities		
Operating income	\$ 109,606,282	\$ 106,752,118
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	19,155	2,031
Net effect of changes in:		
Tolls due from State of California, Department of Transportation	(2,062,349)	2,596,508
Maintenance funding due from State of California, Department of Transportation	(5,607,530)	(5,307,156)
TransBay Study funding due from State of California, Department of Transportation	(1,073,114)	-
Long-term receivable due from State of California, Department of Transportation	(2,002,933)	
Interest due from State of California, Department of Transportation	-	2,621,209
Prepaid expenses	2,394,359	27,632
Due to State of California, Department of Transportation	(11,621,596)	22,310,093
Accounts payable	(790,630)	913,068
Deferred revenue	-	185,603
Net cash provided by operating activities	<u>88,861,644</u>	<u>130,101,106</u>
Cash flows from capital and related financing activities		
Proceeds from issuance of revenue bonds	401,426,764	-
Bond issuance costs paid	(4,837,905)	-
Bond interest payment	(200,548)	-
Amounts charged against ARF	4,672	1,891,593
Capital contribution due from State of California, Department of Transportation	3,610,839	34,136,273
Transfers from Metropolitan Transportation Commission	-	1,689,397
Transfers to Metropolitan Transportation Commission	(27,431,055)	(23,789,758)
Transfers to State of California, Department of Transportation for capital expenditures	(240,883,029)	(95,368,025)
Transfers to Other Agencies	(549,415)	(3,827,466)
Net cash provided by (used in) capital and related financing activities	<u>131,140,323</u>	<u>(85,267,986)</u>
Cash flows used in investing activities		
Proceeds from sale and maturity of investments	1,505,851,369	923,623,744
Purchase of investments	(1,284,481,163)	(1,028,925,970)
Interest income	44,329,767	33,276,333
Other, net	20,923	17,766
Net cash provided by (used in) investing activities	<u>265,720,896</u>	<u>(72,008,127)</u>
Net increase (decrease) in cash and cash equivalents	485,722,863	(27,175,007)
Cash and cash equivalents at July 1, 2000	123,023,383	150,198,390
Cash and cash equivalents at June 30, 2001	<u>\$ 608,746,246</u>	<u>\$ 123,023,383</u>

The accompanying notes are an integral part of these financial statements.

**Bay Area Toll Authority
Toll Bridge Funds
Notes to Financial Statements**

1. Description of Reporting Entity

The Bay Area Toll Authority (“BATA”) is a public agency created by Senate Bill 226 effective January 1, 1998. Senate Bill 226 transferred to BATA certain current California Transportation Commission (“CTC”) and State of California, Department of Transportation (“State”) duties and responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by the State in the San Francisco Bay Area. These toll bridges are the Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge and San Mateo-Hayward Bridge.

Pursuant to Senate Bill 226, a Cooperative Agreement was signed on March 2, 1998 defining the roles and responsibilities of BATA and the State.

BATA agreed to prepare and adopt a budget by July 1 for each fiscal year, with the concurrence of the State, the Long Range Plan required by the Streets and Highway Code, to give first priority to projects and expenditures that are deemed necessary by the State to preserve and protect the bridges as provided by the Streets and Highway Code and to pay the State for costs incurred by the State as authorized in the annual budgets adopted by BATA.

The responsibilities of the State reside with the ownership, operation and maintenance of the bridges, including the collection of the toll revenues, the installation, maintenance and operations of toll collections facilities and equipment, the generation and maintenance of proper records relating to the collection, accounting, allocation and the disbursements of all toll funds collected.

Toll revenues and certain other income, with the exception of the seismic retrofit charge, are transferred to BATA to be managed in accordance with the Cooperative Agreement.

The activities of BATA are structured as a single enterprise with operating revenue and expense recorded by individual Bridge Unit. The Bridge Units account for the financial activities of the Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge and Dumbarton Bridge.

2. Summary of Significant Accounting Policies

Basis of accounting and presentation

The accrual basis of accounting is used by BATA. Under this method, revenues are recognized when earned and expenses are recognized when they are incurred.

The financial statements of BATA are presented as an enterprise fund and accounted for by Bridge Unit financial activities. These units are combined for financial reporting purposes in order to present the financial position and results of operations of BATA as a whole.

Bay Area Toll Authority

Toll Bridge Funds

Notes to Financial Statements

Use of estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Cash and cash equivalents

BATA considers all highly liquid investments with a maturity of three months or less at date of purchase to be cash equivalents. Deposits held by the California Local Agency Investment Fund are presented as cash and cash equivalents. The Pooled Money Investment Board has regulatory oversight over the California Local Agency Investment Fund. The Pooled Money Investment Board consists of members of the California State Treasurer, California Director of Finance and California State Controller.

Restricted and designated cash and investments

Certain cash and investments are classified as restricted and designated assets on the balance sheet because their use is limited either for capital purposes by Board of Directors resolutions, for maintenance and operations as determined by the 2001 Master Indenture, or for self-insurance against extraordinary disasters as determined by the Cooperative Agreement. The amount designated by the Board of Directors or restricted by the 2001 Master Indenture or the Cooperative Agreement totals \$737,629,453 and \$405,835,832 at June 30, 2001 and 2000, respectively (see Note 3 for detail).

Prepayments to Architectural Revolving Fund

The prepayments to Architectural Revolving Fund represent prepayments for architectural services expected to be provided in future years for the Transbay Terminal. Expenses incurred on these architectural services are offset against the prepayments.

Maintenance funding due from State of California, Department of Transportation

In accordance with Amendment No. 2 to the cooperative agreement between BATA and the State, the State agreed to reimburse BATA for tow services financed with toll funds from fiscal year 1993 through fiscal year 2001. The reimbursement receivable totals \$37,533,643 at June 30, 2001 and \$31,926,113 at June 30, 2000, respectively. The settlement of the maintenance funding due from the State is to be provided in the form of an offset of capital expenses incurred and to be incurred on the Richmond-San Rafael Bridge Trestle Project and Richmond-San Rafael Bridge Deck project. Through June 30, 2001, the State has incurred \$68,000 in expenses as an offset against the settlement.

Furniture and equipment

Furniture and equipment are stated at cost and depreciated using the straight line method over the estimated useful life of the assets of six years.

Bay Area Toll Authority

Toll Bridge Funds

Notes to Financial Statements

Transfers from State of California, Department of Transportation for toll revenues

With the exception of the seismic retrofit charge, the State transfers to BATA all toll revenues from the operation of the bridges. BATA recognizes toll revenue as amounts are earned from vehicle utilization of the toll bridges.

Transfers to State of California, Department of Transportation for operating expenditures and capital expenditures

In accordance with the Cooperative Agreement between BATA and the State, BATA reimburses the State for certain costs incurred for bridge operating and capital expenditures.

Transfers to Metropolitan Transportation Commission (“MTC”)

State laws direct certain transfers of bridge toll funds to MTC for transit purposes. The toll bridge funds are transferred to MTC by BATA and then allocated to individual projects by MTC. The calculation of the amount of funds transferred is defined by specific formulas for each type of transfer.

Services and charges

BATA does not employ any staff or management and is administered by the staff of MTC. Services and charges represent costs allocated by MTC and expenses directly incurred by BATA for certain services. Charges from MTC for management and administrative services include retirement contributions. Employees of MTC meeting the requirements are eligible to participate in the State of California’s Public Employee’s Retirement System.

Contributed capital

In accordance with the State Senate Bill 226 and the Cooperative Agreement between BATA and the State, the State transferred to BATA a portion of the revenues and existing fund balances collected on or before June 30, 1998. The transfer amounted to \$606,543,558, including \$535,981,242 in cash, \$57,107,270 as a receivable and \$13,455,046 in prepaid assets. For the year ended June 30, 2000, an additional capital contribution amounting to \$3,610,839 had accrued to the Authority pursuant to the Cooperative Agreement between BATA and the State.

For financing and reimbursement purposes, BATA policy is to charge Regional Measure 1 (“RM1”) and Bridge Rehabilitation capital project costs against cash assets on a first-in, first-out basis. As such, these capital project costs are first charged against contributed capital until all such funds are exhausted. Thereafter, project costs will be charged against retained earnings.

Reclassifications

Certain 2000 amounts have been reclassified to conform to the classifications used in the 2001 financial statements. Such reclassifications had no effect on the net increase in fund equity or retained earnings, as previously reported.

**Bay Area Toll Authority
Toll Bridge Funds
Notes to Financial Statements**

3. Cash and Investments

BATA maintains cash and pooled investments available for general use and restricted by Board of Directors' resolutions and the Cooperative Agreement.

Deposits

The carrying amount of BATA's deposits with banks were \$305,405,882 and \$2,525,539 at June 30, 2001 and 2000, respectively. Of the bank balances for each fiscal year, \$100,000 was insured by federal depository insurance or collateralized by securities held by BATA's agent in BATA's name, and \$305,305,882 and \$2,425,539, respectively, are required by section 53652 of the California Government Code to be collateralized 110% by the pledging financial institutions, except promissory notes collateralized by first trust deeds, or letters of credit issued by the Federal Home Loan Bank of San Francisco which require collateral levels of 150% and 105%, respectively. Such collateral is not required to be in BATA's name.

**Bay Area Toll Authority
Toll Bridge Funds
Notes to Financial Statements**

Investments

Investments are stated at fair value. As a matter of policy, BATA holds investments with the objective of preservation and safeguarding of capital until the date of anticipated need.

Investments at June 30, 2001 and 2000 are as follows:

	2001	2000
U.S. Government and Agency Obligations - cash equivalents	\$ 274,123,630	\$ 6,943,580
U.S. Government and Agency Obligations - short term	187,178,500	207,405,529
U.S. Government and Agency Obligations - long term	132,027,664	336,707,492
Investment with the County of Alameda	-	75,017,046
Corporate bonds - short term	5,066,851	-
Investment in California Local Agency Investment Fund	29,216,734	38,537,218
Cash held at banks	<u>305,405,882</u>	<u>2,525,539</u>
Total	<u>\$ 933,019,261</u>	<u>\$ 667,136,404</u>
Reported as		
Bank overdraft	\$ -	\$ (2,304,514)
Cash and cash equivalents	195,389,808	28,212,198
Restricted and designated cash and investments - current		
Cash and cash equivalents - designated	413,356,438	97,115,699
Short-term investments - restricted and designated	192,245,351	207,405,529
Long-term investment	-	235,392,888
Restricted and designated investments - noncurrent		
Long-term investment	<u>132,027,664</u>	<u>101,314,604</u>
Total	<u>\$ 933,019,261</u>	<u>\$ 667,136,404</u>
Designated cash and investments		
Cash and investments designated for Capital purposes	\$ 612,629,453	\$ 355,835,832
Restricted cash and investments		
Bond restrictions - restricted for operations and maintenance	75,000,000	-
Self-insurance against extra ordinary disasters	<u>50,000,000</u>	<u>50,000,000</u>
	<u>\$ 737,629,453</u>	<u>\$ 405,835,832</u>

The U.S. Government and Agency obligations held yield an average interest of 5.66% at June 30, 2001 and 6.56% at June 30, 2000. Those held at June 30, 2001 mature in 2016 or earlier. Those held at June 30, 2000 mature in 2001 or earlier.

The corporate obligations held yield an average interest of 7.57% at June 30, 2001 and mature in 2001.

**Bay Area Toll Authority
Toll Bridge Funds
Notes to Financial Statements**

At June 30, 2001 and 2000, the U.S. Government and Agency obligations and investments and the corporate obligations are categorized as Category 1 credit risk investments. Category 1 includes investments that are insured or registered or for which the securities are held by BATA or its agent in BATA's name.

4. Related Parties

The Board of Directors of MTC consists of the same members as the Board of Directors of BATA. During the years ended June 30, 2001 and 2000, BATA transferred \$27,431,055 and \$23,789,758 to MTC as directed by state law. There are no amounts due to MTC at either June 30, 2001 or June 30, 2000 for transfers under state law.

During the years ended June 30, 2001 and 2000, BATA reimbursed MTC for services and charges amounting to \$1,344,764 and \$7,250,682, respectively. There were no amounts due to MTC for operating activities as of June 30, 2001. The amounts due to MTC as of June 30, 2000 for operating activities amounted to \$1,341,716.

5. Long-Term Debt

Long-term debt consists of the following at June 30, 2001 and 2000:

	Issue Date	Interest Rate	Calendar Maturity Year	2001	2000
2001 Revenue Bond Series A	05/24/2001	3.05% *	2036	\$ 150,000,000	\$ -
2001 Revenue Bond Series B	05/24/2001	2.50% *	2029	75,000,000	-
2001 Revenue Bond Series C	05/24/2001	2.55% *	2025	75,000,000	-
2001 Revenue Bond Series D	05/24/2001	4.83% **	2014	100,000,000	-
				<u>400,000,000</u>	<u>-</u>
Unamortized bond discount				1,412,776	-
Unamortized insurance costs				(1,712,628)	-
Unamortized surety bond				(423,291)	-
Unamortized issuance costs				(2,670,875)	-
Net long-term debt				<u>\$ 396,605,982</u>	<u>\$ -</u>

* Series A, B and C are issued as Variable Rate Demand Bonds. Each series may be set at different interest rate calculation modes, including daily, weekly, monthly and fixed rates. On June 30, 2001, Series B and C were set in weekly mode with Series A set in daily mode.

** Series D bonds are issued as fixed rate bonds with a final maturity of 2018. The bonds carry interest rates ranging from 3.850% in 2006 to 5.120% in 2018, for a true interest cost of 4.831%.

**Bay Area Toll Authority
Toll Bridge Funds
Notes to Financial Statements**

The required debt service payments for long-term debt for fiscal years ending June 30 are as follows:

Fiscal year ending	Principal
2002	\$ -
2003	-
2004	-
2005	-
2006	5,785,000
Thereafter	<u>394,215,000</u>
 Total	 <u>\$ 400,000,000</u>

2001 Series ABCD Revenue Bonds

The 2001 Revenue Bonds are payable solely from “Pledged Revenues.” The Master Indenture, dated as of May 1, 2001 defines Pledged Revenues as all revenue and all amounts held by the Trustee in each fund and account established under the indenture except for amounts in the Rebate Fund and amounts on deposit in any fund or account established to hold the proceeds of a drawing on any Liquidity Instrument.

BATA has covenanted to maintain: bridge toll rates sufficient to meet operations, maintenance and debt service costs. In addition, BATA will seek authority from the State if net toll revenue is less than 1.0 times “fixed charges” as defined by the Master indenture, or the sum of net toll revenue and amounts in the operations and maintenance reserve is less than 1.25 times fixed charges (see detail in Schedule 4).

BATA has also covenanted in the 2001 Indenture that no additional bonds shall be issued, unless the additional bonds are issued for refunding of 2001 Series bond purposes, or Net Revenue equates to greater than 150% of the combined maximum annual debt service, including the 2001 bonds and additional bonds.

BATA has covenanted to maintain an operations and maintenance reserve of two times the adopted operations and maintenance budget, as well as an emergency reserve of \$50 million. At June 30, 2001, BATA had placed \$50 million in a restricted reserve, and deposited \$75 million in the operations and maintenance fund. These amounts are included in restricted cash and cash equivalents and short and long term investments for the year ended June 30, 2001.

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Toll Rates (A)**

Schedule 1

	Tolls Effective January 1, 1998
2-axles (1)	\$2.00
3-axles (1)	4.00
4-axles (1)	6.25
5-axles (1)	9.25
6-axles (1)	10.00
7-axles or more (1)	11.50
Commute bus/car pool (2)	0.00
Commute books - 2-axles vehicles without trailer(s) (3)	74.00
Electronic toll collection (ETC) (4)	1.85

-
- (1) Toll is based on the total number of axles on the roadway in a vehicle combination. Toll includes a \$1 seismic retrofit surcharge, which is deposited in the Toll Bridge Seismic Retrofit Account, which is part of the State Transportation Fund, and is not reported as revenues in the Toll Bridge Funds.
- (2) A commute bus is defined in accordance with operational procedures and vehicle definitions recommended by Caltrans and approved by MTC. Car pool is defined as any 2-axle vehicle, without trailer(s) carrying three or more persons, with the exception of the Dumbarton and San Mateo-Hayward bridges where the designation is two or more persons.
- (3) Books containing 40 tickets, each good for a single passage at any time during four consecutive months for which sold. Passage also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used for passage. Sale of commute books ceased at the time ETC was made available on all state-owned bridges
- (4) Passage for a 2-axle vehicle without trailer(s), using ETC shall be at the commute book ticket rate for the initial demonstration period for ETC tolls. The discount will be eliminated one year after implementation of ETC on all state-owned toll bridges unless an analysis by MTC in consultation with Caltrans determines the discount should be extended or otherwise modified. Passage for all other vehicles using ETC shall be at the rate shown above. At June 30, 2001, ETC was implemented and operational on at least one lane of each of the State-owned bridges. At June 30, 2000, only the Carquinez bridge was utilizing ETC tolls.

Note: Tolls collected northbound only on Antioch, Benicia-Martinez, Carquinez and Westbound on Richmond-San Rafael, San Francisco-Oakland, San Mateo, Hayward and Dumbarton.

- (A) The information on this schedule was derived from the toll schedule published by the California Department of Transportation in their Schedule 4TB15 effective January 1, 1998. Commencing on January 1, 1998, chapter 327, statutes of 1997, imposes a one dollar surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Toll-Paying Motor Vehicle Traffic**

Schedule 2

Year	Number of Toll-Paying Vehicles							
	San Francisco Oakland Bay Bridge	Carquinez Bridge	Benicia- Martinez Bridge	San Mateo- Hayward Bridge	Richmond- San Rafael Bridge	Dumbarton Bridge	Antioch Bridge	Total
1999	44,533,697	19,651,975	16,493,049	13,955,433	11,200,739	9,793,520	1,757,864	117,386,277
2000	44,855,956	20,461,648	16,813,906	14,409,281	11,841,371	10,399,814	1,909,697	120,691,673
2001	45,168,355	21,193,743	17,158,684	14,072,286	12,276,754	10,948,299	2,115,873	122,933,994

Bay Area Toll Authority

Toll Bridge Funds

Schedule of Toll and Other Revenues Collected on Bay Area Bridges Schedule 3

Year	Paid by 2-axes Vehicles ⁽¹⁾	Paid by Other Toll Vehicles ⁽²⁾	Total Bridge Toll Revenues ⁽²⁾
1999	\$ 111,834,302	\$ 24,963,494	\$ 136,797,796
2000	114,844,129	25,890,554	140,734,683
2001	116,787,718	28,003,090	144,790,808

(1) Vehicle classifications changed on October 1, 1997. Through September 1997, represent toll revenues collected from Class 1 Vehicles which included 2-axle, 4-wheel trucks and Class 1 vehicles drawing up to a 3-axle trailer.

(2) Includes Operating Revenues reported in the Authority's audited financial statements as "Credit fees and miscellaneous/others" in fiscal years 1991 through 1998 and as "Other Revenues" in fiscal years 1999 and 2000.

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Computations Demonstrating
Bond Covenant Compliance**

Schedule 4

	(in thousands of dollars) 2001
Revenue	
Tolls	\$ 142,311
Interest	41,390
Other	2,500
	<hr/>
Total revenue	186,201
	<hr/>
Operating expenses	
Operating expenses	31,698
Services and charges	3,467
Depreciation	19
	<hr/>
Total operating expenses	35,184
	<hr/>
Net operating income	151,017
	<hr/>
Debt service	1,327
	<hr/>
Income before operating transfers	149,690
	<hr/>
Operating Transfers	
Metropolitan Transportation Commission Administrative Transfers	569
Metropolitan Transportation Commission Transit Transfers	
AB664 expenses	12,478
90% rail expenses	9,873
5% transit expenses	2,361
	<hr/>
Total operating transfers	25,281
	<hr/>
Net income before capital transfers	124,409
	<hr/>
Capital project transfers	
Regional Measure 1 transfers	229,504
Bridge rehabilitation transfers	11,380
Transfers to other agencies	549
	<hr/>
Total capital project transfers	241,433
	<hr/>
Net decrease in fund equity	(117,024)
	<hr/>
Fund equity	
Opening balance	691,524
Capital contribution	(1,964)
	<hr/>
Closing balance	\$ 572,536
	<hr/>

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Computations Demonstrating
Bond Covenant Compliance**

**Schedule 4,
Continued**

Net operating income	\$ 151,017
Debt service	1,327
Debt service coverage (1)	113.80
Debt service coverage - bond covenant requirement	1.00
Total revenue	186,201
Fixed charges (2)	61,792
Fixed charge coverage	3.01
Fixed charge coverage - bond covenant requirement	1.00
Total revenue plus operations & maintenance reserve	261,201
Fixed charges (2)	61,792
Fixed charge coverage	4.23
Fixed charge coverage - bond covenant requirement	1.25
Self insurance reserve	50,000
Self insurance reserve - bond covenant requirement	50,000
Operations & maintenance reserve	75,000
Operations & maintenance reserve - bond coverage requirement	70,368

(1) Based on debt outstanding from May 24, 2001.

(2) Fixed charges comprises operating expenses, debt service and operating transfers.

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Operating Revenue and Expenses by Bridge
For the year ended June 30, 2001**

Schedule 5

	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	San Francisco Oakland Bay Bridges	San Mateo - Hayward Bridge	Dumbarton Bridge	Total
Operating revenues								
Transfers from State of California, Department of Transportation for toll revenues	\$ 26,557,395	\$ 20,907,665	\$ 3,187,470	\$ 14,554,142	\$ 48,964,191	\$ 16,343,129	\$ 11,796,755	\$ 142,310,747
Other revenues	588,223	203,836	18,329	111,147	1,377,084	93,470	87,972	\$ 2,480,061
Total operating revenues	27,145,618	21,111,501	3,205,799	14,665,289	50,341,275	16,436,599	11,884,727	144,790,808
Operating expenses								
Transfers to State of California, Department of Transportation for operating expenditures incurred	4,103,048	4,136,072	1,328,728	2,610,324	12,755,177	3,877,159	2,888,330	31,698,838
Services and charges	685,973	540,170	68,561	38,164	1,500,167	253,984	379,514	3,466,533
Depreciation	3,309	2,606	330	1,871	7,090	2,147	1,802	19,155
Total operating expenses	4,792,330	4,678,848	1,397,619	2,650,359	14,262,434	4,133,290	3,269,646	35,184,526
Operating income	\$ 22,353,288	\$ 16,432,653	\$ 1,808,180	\$ 12,014,930	\$ 36,078,841	\$ 12,303,309	\$ 8,615,081	\$ 109,606,282

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Carquinez Bridge
For the year ended June 30, 2001**

Schedule 6

	Number of Northbound Vehicles						Toll Revenues		
	3 or More		Total	Free	Total	3 or More		Total	
	2 Axles	Axles	Vehicles	Vehicles	Vehicles	2 Axles	Axles	Revenues	
July	1,775,299	82,413	1,857,712	105,092	1,962,804	\$ 1,737,454	\$ 575,854	\$ 2,313,308	
August	1,800,944	92,005	1,892,949	118,217	2,011,166	1,752,011	654,199	2,406,210	
September	1,677,657	82,837	1,760,494	99,794	1,860,288	1,635,171	588,985	2,224,156	
October	1,660,797	86,084	1,746,881	104,238	1,851,119	1,591,073	625,663	2,216,736	
November	1,617,628	79,950	1,697,578	101,854	1,799,432	1,577,162	580,857	2,158,019	
December	1,695,923	75,599	1,771,522	93,491	1,865,013	1,628,466	543,479	2,171,945	
January	1,602,382	75,944	1,678,326	103,931	1,782,257	1,513,799	551,424	2,065,223	
February	1,474,679	66,372	1,541,051	94,229	1,635,280	1,477,274	473,559	1,950,833	
March	1,724,326	80,787	1,805,113	109,484	1,914,597	1,698,778	579,850	2,278,628	
April	1,653,444	75,666	1,729,110	97,944	1,827,054	1,613,787	531,273	2,145,060	
May	1,725,472	83,168	1,808,640	108,453	1,917,093	1,718,674	574,697	2,293,371	
June	1,822,540	81,827	1,904,367	109,723	2,014,090	1,770,439	563,467	2,333,906	
Grand total	20,231,091	962,652	21,193,743	1,246,450	22,440,193	\$19,714,088	\$ 6,843,307	\$26,557,395	
2000-2001 FY									

**Bay Area Toll Authority
Toll Bridge Funds**

**Schedule of Traffic and Toll Revenue for the Benicia-Martinez Bridge
For the year ended June 30, 2001**

Schedule 7

	Number of Northbound Vehicles						Toll Revenues			
	2 Axles		3 or More Axles		Total Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	1,413,843	70,368	1,484,211	47,782	1,531,993	\$ 1,382,717	\$ 445,682	\$ 1,828,399		
August	1,459,703	73,211	1,532,914	53,278	1,586,192	1,416,686	470,653	1,887,339		
September	1,357,158	68,246	1,425,404	40,191	1,465,595	1,313,384	444,973	1,758,357		
October	1,356,719	66,220	1,422,939	40,422	1,463,361	1,270,731	440,830	1,711,561		
November	1,296,450	58,335	1,354,785	42,005	1,396,790	1,280,360	398,374	1,678,734		
December	1,362,640	53,479	1,416,119	41,777	1,457,896	1,300,477	351,797	1,652,274		
January	1,297,152	51,679	1,348,831	38,637	1,387,468	1,206,829	354,550	1,561,379		
February	1,195,047	45,939	1,240,986	41,839	1,282,825	1,218,318	311,053	1,529,371		
March	1,415,678	60,396	1,476,074	40,377	1,516,451	1,399,868	396,868	1,796,736		
April	1,373,070	63,263	1,436,333	40,342	1,476,675	1,335,564	420,174	1,755,738		
May	1,427,820	67,146	1,494,966	42,860	1,537,826	1,437,291	433,169	1,870,460		
June	1,454,892	70,230	1,525,122	45,968	1,571,090	1,413,899	463,418	1,877,317		
Grand total	16,410,172	748,512	17,158,684	515,478	17,674,162	\$15,976,124	\$ 4,931,541	\$20,907,665		
2000-2001 FY										

**Bay Area Toll Authority
Toll Bridge Funds**

**Schedule of Traffic and Toll Revenue for the Antioch Bridge
For the year ended June 30, 2001**

Schedule 8

	Number of Northbound Vehicles				Toll Revenues			
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	173,435	17,201	190,636	11,381	202,017	\$ 173,347	\$ 113,663	\$ 287,010
August	169,831	17,856	187,687	11,503	199,190	168,578	124,997	293,575
September	161,560	16,544	178,104	10,291	188,395	160,939	115,948	276,887
October	153,513	15,426	168,939	9,482	178,421	150,596	114,414	265,010
November	150,402	14,579	164,981	10,549	175,530	149,974	109,925	259,899
December	152,466	13,149	165,615	9,896	175,511	150,162	92,131	242,293
January	141,206	12,835	154,041	8,752	162,793	133,565	97,958	231,523
February	133,776	11,173	144,949	8,169	153,118	134,124	78,998	213,122
March	163,837	14,152	177,989	9,642	187,631	162,374	103,077	265,451
April	164,916	14,404	179,320	9,961	189,281	162,308	100,379	262,687
May	180,195	17,128	197,323	11,600	208,923	180,246	108,185	288,431
June	188,815	17,474	206,289	12,153	218,442	185,684	115,898	301,582
Grand total	1,933,952	181,921	2,115,873	123,379	2,239,252	\$ 1,911,897	\$ 1,275,573	\$ 3,187,470
2000-2001 FY								

**Bay Area Toll Authority
Toll Bridge Funds**

**Schedule of Traffic and Toll Revenue for the Richmond-San Rafael Bridge
For the year ended June 30, 2001**

Schedule 9

	Number of Westbound Vehicles						Toll Revenues		
	3 or More Axles		Total Toll Vehicles	Free Vehicles	Total Vehicles	3 or More Axles		Total Revenues	
	2 Axles	Axles	Vehicles	Vehicles	Vehicles	2 Axles	Axles	Revenues	
July	1,000,394	36,646	1,037,040	36,912	1,073,952	\$ 1,000,634	\$ 247,172	\$ 1,247,806	
August	1,053,064	42,627	1,095,691	40,760	1,136,451	1,048,211	288,694	1,336,905	
September	989,734	37,697	1,027,431	35,900	1,063,331	984,997	255,653	1,240,650	
October	989,458	38,564	1,028,022	36,541	1,064,563	954,569	262,687	1,217,256	
November	932,649	35,188	967,837	34,092	1,001,929	928,802	240,721	1,169,523	
December	923,415	33,039	956,454	29,907	986,361	887,173	230,742	1,117,915	
January	911,010	31,929	942,939	30,660	973,599	852,512	232,219	1,084,731	
February	804,801	28,871	833,672	27,288	860,960	825,794	201,235	1,027,029	
March	942,423	34,405	976,828	32,430	1,009,258	934,489	240,264	1,174,753	
April	911,310	34,852	946,162	32,681	978,843	886,942	237,530	1,124,472	
May	968,225	37,968	1,006,193	37,737	1,043,930	976,573	251,113	1,227,686	
June	1,419,303	39,182	1,458,485	35,588	1,494,073	1,325,216	260,200	1,585,416	
Grand total	11,845,786	430,968	12,276,754	410,496	12,687,250	\$11,605,912	\$ 2,948,230	\$14,554,142	
2000-2001 FY									

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the San Francisco-Oakland Bay Bridge
For the year ended June 30, 2001**

Schedule 10

	Number of Westbound Vehicles						Toll Revenues		
	3 or More Axles		Total	Free Vehicles		Total	3 or More Axles		Total
	2 Axles	Axles	Vehicles	Vehicles	Vehicles	Vehicles	2 Axles	Axles	Revenues
July	3,872,060	66,951	3,939,011	396,925	4,335,936	\$ 3,859,749	\$ 432,919	\$ 4,292,668	
August	3,868,629	73,426	3,942,055	448,542	4,390,597	3,842,454	490,767	4,333,221	
September	3,693,754	68,212	3,761,966	389,975	4,151,941	3,672,903	427,113	4,100,016	
October	3,727,393	71,837	3,799,230	408,912	4,208,142	3,619,944	462,325	4,082,269	
November	3,573,412	66,937	3,640,349	393,595	4,033,944	3,578,600	435,845	4,014,445	
December	3,693,466	64,436	3,757,902	364,546	4,122,448	3,583,335	429,175	4,012,510	
January	3,560,479	65,764	3,626,243	380,671	4,006,914	3,382,337	429,421	3,811,758	
February	3,296,924	57,029	3,353,953	353,013	3,706,966	3,340,834	360,601	3,701,435	
March	3,755,504	66,693	3,822,197	407,851	4,230,048	3,729,716	437,742	4,167,458	
April	3,648,019	61,844	3,709,863	388,649	4,098,512	3,578,917	406,375	3,985,292	
May	3,760,698	67,019	3,827,717	418,058	4,245,775	3,779,860	446,640	4,226,500	
June	3,924,780	63,089	3,987,869	391,768	4,379,637	3,819,484	417,135	4,236,619	
Grand total	44,375,118	793,237	45,168,355	4,742,505	49,910,860	\$43,788,133	\$ 5,176,058	\$48,964,191	
2000-2001 FY									

**Bay Area Toll Authority
Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the San Mateo-Hayward Bridge
For the year ended June 30, 2001**

Schedule 11

	Number of Westbound Vehicles				Toll Revenues			
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	1,196,572	39,559	1,236,131	86,237	1,322,368	\$ 1,182,237	\$ 268,177	\$ 1,450,414
August	1,246,742	44,102	1,290,844	92,327	1,383,171	1,221,897	301,990	1,523,887
September	1,160,497	39,142	1,199,639	84,449	1,284,088	1,143,082	267,437	1,410,519
October	1,192,784	33,916	1,226,700	88,852	1,315,552	1,135,049	233,025	1,368,074
November	1,108,119	37,447	1,145,566	86,298	1,231,864	1,108,302	268,249	1,376,551
December	1,113,920	32,678	1,146,598	80,114	1,226,712	1,060,347	219,209	1,279,556
January	1,099,335	34,480	1,133,815	90,591	1,224,406	1,011,388	253,177	1,264,565
February	1,002,940	28,645	1,031,585	81,275	1,112,860	1,024,789	210,523	1,235,312
March	1,152,042	34,101	1,186,143	89,557	1,275,700	1,146,910	241,832	1,388,742
April	1,089,448	33,256	1,122,704	83,525	1,206,229	1,068,520	219,558	1,288,078
May	1,134,647	35,030	1,169,677	93,869	1,263,546	1,153,151	236,898	1,390,049
June	1,148,306	34,578	1,182,884	86,334	1,269,218	1,123,168	244,214	1,367,382
Grand total	13,645,352	426,934	14,072,286	1,043,428	15,115,714	\$13,378,840	\$ 2,964,289	\$16,343,129
2000-2001 FY								

**Bay Area Toll Authority
Toll Bridge Funds**

**Schedule of Traffic and Toll Revenue for Dumbarton Bridge
For the year ended June 30, 2001**

Schedule 12

	Number of Westbound Vehicles				Toll Revenues			
	3 or More		Free	Total	3 or More		Total	
	Axles	Vehicles	Vehicles	Vehicles	Axles	Axles	Revenues	
July	880,428	16,780	897,208	145,465	1,042,673	\$ 857,895	\$ 122,429	\$ 980,324
August	938,441	19,384	957,825	161,101	1,118,926	903,317	147,463	1,050,780
September	880,004	17,732	897,736	149,157	1,046,893	851,683	122,023	973,706
October	929,909	17,859	947,768	161,419	1,109,187	863,226	140,583	1,003,809
November	871,185	16,430	887,615	119,604	1,007,219	859,166	116,093	975,259
December	856,385	15,287	871,672	146,982	1,018,654	795,901	104,529	900,430
January	897,622	14,024	911,646	151,025	1,062,671	812,104	108,340	920,444
February	820,419	12,958	833,377	119,340	952,717	840,280	95,351	935,631
March	933,939	16,387	950,326	152,614	1,102,940	926,579	101,989	1,028,568
April	881,817	15,269	897,086	139,945	1,037,031	856,316	108,181	964,497
May	940,221	16,320	956,541	150,118	1,106,659	951,775	103,721	1,055,496
June	923,743	15,756	939,499	143,289	1,082,788	894,482	113,329	1,007,811
Grand total	10,754,113	194,186	10,948,299	1,740,059	12,688,358	\$10,412,724	\$ 1,384,031	\$11,796,755
2000-2001 FY								

**Bay Area Toll Authority
Toll Bridge Funds**

**Schedule of Toll Collection Summary for All Bridges (in number of vehicles)
For the year ended June 30, 2001**

Schedule 13

	San Francisco- Oakland Bay Bridge	San Mateo- Hayward Bridge	Dumbarton Bridge	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	Toll Traffic Total
Autos, Trucks, Buses & Trailers								
2-Axle	44,375,118	13,645,352	10,754,113	20,231,091	16,410,172	1,933,952	11,845,786	119,195,584
3-Axle	168,981	98,489	50,875	151,795	153,495	39,876	87,342	750,853
4-Axle	115,184	64,363	27,729	105,951	112,779	26,976	60,566	513,548
5-Axle	500,131	259,988	112,466	683,014	471,445	113,167	278,527	2,418,738
6-Axle	8,226	3,744	2,465	21,069	10,088	1,836	4,087	51,515
7-Axle & More	715	350	651	823	705	66	446	3,756
Subtotal - Paid Vehicles	45,168,355	14,072,286	10,948,299	21,193,743	17,158,684	2,115,873	12,276,754	122,933,994
Free Vehicles	4,742,505	1,043,428	1,740,059	1,246,450	515,478	123,379	410,496	9,821,795
Total Vehicles	49,910,860	15,115,714	12,688,358	22,440,193	17,674,162	2,239,252	12,687,250	132,755,789

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